

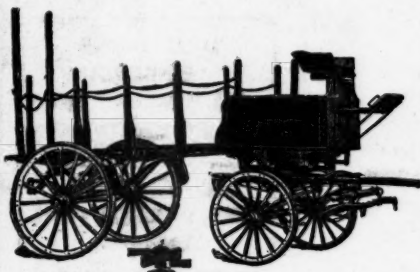
# THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.  
American Association of Transfer Companies.



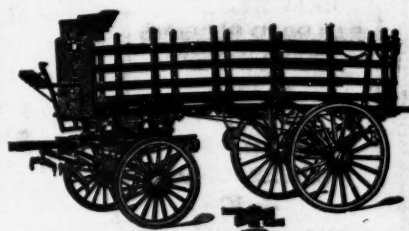
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Standard Rack Truck

THE MOST  
POPULAR  
DRAYS  
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U. S. A.

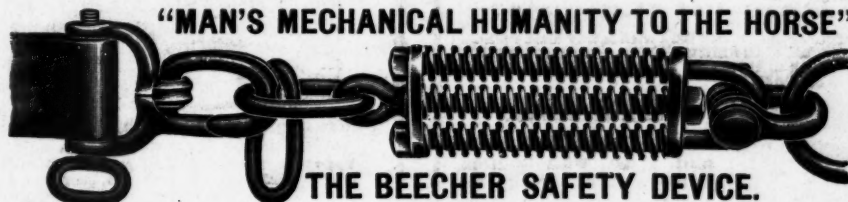
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**Beecher Draft Spring Co.,**

**New Haven, Conn.**

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**THE BEECHER SAFETY DEVICE.**

CONVENIENT, DURABLE,  
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Manufacturers of Open Link, Rope Traces, and Lap Loop.

JANUARY, 1910.

THE TEAM OWNERS REVIEW.



## The Myers & Shinkle Co.

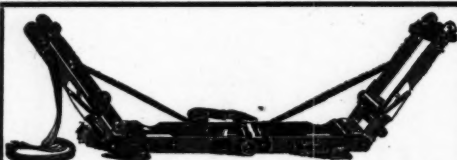
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#### PIANO COVER

Made of waterproof canvas  
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"BE GOOD"  
TO YOUR HORSES  
USE FRAZER'S AXLE GREASE  
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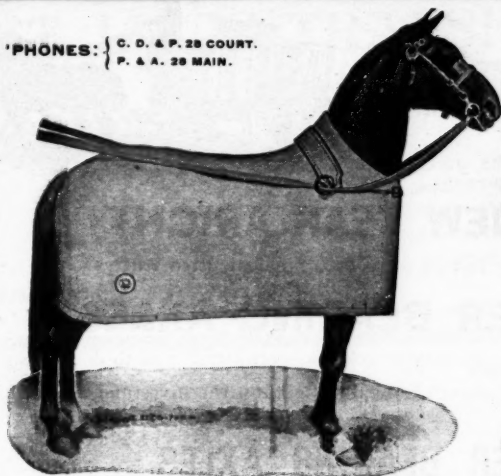
Recognized as the STANDARD Axle Grease  
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FOR SALE BY ALL LEADING SADDLERS  
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**A** LWAYS at command. It keeps your Delivery, Fire, Police, Hospital service at the top notch of efficiency. No matter whether you have an inserted toe caulk or the old "stand-by," it sharpens them just the same. Does it while you look at it.

Be ready to meet any emergency. Don't be in a position to be criticised by the public for poor service, broken legs, etc.

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We will send one on 10 days' trial. Just tell us what your electrical data is.

The same outfit can be used to clip the horses or groom them. A machine that will pay one hundred per cent. profit during one season. Get after us so that we may get after you.

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## THE TEAM OWNERS REVIEW.



## START THE NEW YEAR ARIGHT

and turn over a new leaf, by having all your equipment fitted with

## TIMKEN ROLLER BEARING AXLES.

This means to you, added hauling power at no greater expense—permitting you to do the work of four horses with two—showing an earning power of 500 Per Cent. on the investment in saving of friction alone.

## TIMKEN ROLLER BEARING AXLES

Require oiling about once a month, and are Guaranteed Absolutely For Two Years.

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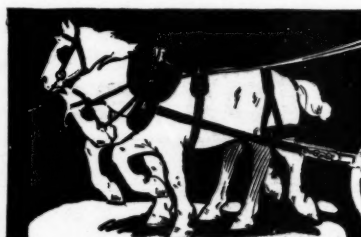
The Team Owners Friend.

Price 50 cents per bottle.

For sale by all druggists and horse  
goods dealers, or sent direct.

German Distemper Remedy Company,

Goshen, Indiana, U. S. A.



## Cured Six Ringbones

1011 Kaufman Ave., Dubuque, Ia., Feb. 11, 1909.

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Gentlemen:—Please send me your book called "Treatise on the Horse." I have used your Spavin Cure for years. At present I am doctoring a horse that has a Ringbone. This will make the sixth one we have cured with your medicine. It has given the best of satisfaction in all cases.

Yours truly, Frank Meyer.

## Kendall's Spavin Cure

for 40 years has led the medical world in the treatment of Spavin, Ringbone, Curb, Splint, Swelling, Sprains and Lameness of all kinds. It is the one remedy that thousands of experienced horsemen have come to depend upon absolutely. Never causes blisters, scars or white hair spots. As good for man as for the horse. Keep it on hand for emergencies. \$1 a bottle, \$5 for \$5. Buy of your druggist, and ask for "A Treatise on the Horse"—a valuable free book, or address  
Dr. B. J. Kendall Co., Enosburg Falls, Vt.

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Agents For All Railroads Terminating at East St. Louis and St. Louis.

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The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

**Hot and Cold Sea Water Baths  
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A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the International Automobile League.

**Garage Capacity 200 Machines**

For further information address

**ALFRED B. GRINDROD**

Proprietor and Manager, Atlantic City, N. J.



## IT OUTLASTS OTHER AXLE GREASES.

Dixon's Graphite Axle Grease lasts from 2 to 5 times as long as most greases—because of the durability of its base, Dixon's Flake Graphite. Write for free sample.

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Published Monthly.

1402 Broadway, New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

AN ADVERTISEMENT IN THE TEAM OWNERS REVIEW BRINGS RESULTS

# KRESO DISINFECTANT

## FOR THE STABLE

Prevents infectious diseases. Kills disease-germs, parasites, lice, maggots, worms. Cures galls; grease-heal, scratches, thrush, proud flesh, mange, sores, collar-boils, barb-wire cuts, etc. . . . .

## DISINFECTS, CLEANSSES AND PURIFIES

Write for circulars giving directions for the use of Kreso.

## THERMOFUGE

The Ideal Veterinary Poultice. Always ready to apply. None of the dangerous qualities of the old vegetable poultice. Send for booklet on its use, and illustrations "HOW TO BANDAGE A HORSE."

## OTHER VETERINARY SPECIALTIES:

Kreso Dip, Influenza Antitoxin, Mallein, Tuberculin, Nuclein Solution (Veterinary), Antistreptococcic and Antitetanic Serum.

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## THE "GIBSON" CRUSHER

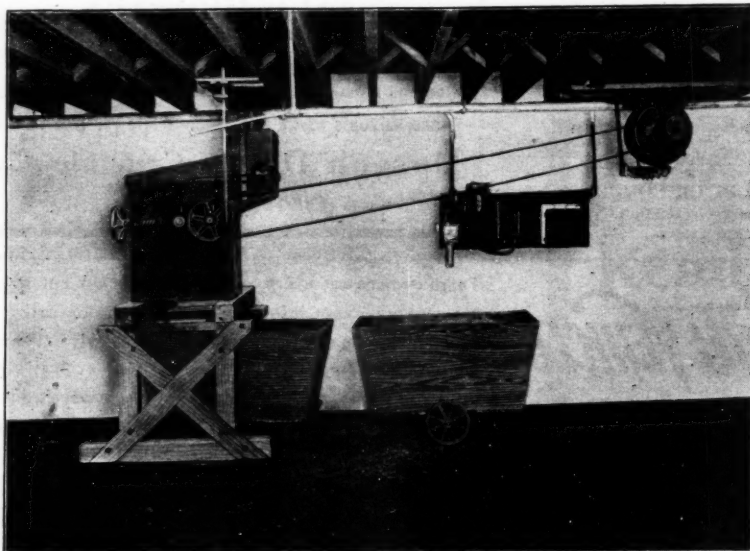
is guaranteed to Save 15 per cent. on whatever quantity of whole Oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

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ORIGINATORS  
OF THE CRUSH  
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FEED.

# THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Vol. IX

PITTSBURGH, PA., JANUARY 1910.

No. 1.

## THE TEAMING WORLD DURING THE PAST YEAR A CHRONOLOGICAL REVIEW OF THE IMPORTANT EVENTS OF 1909.

### January.

A large number of new building enterprises cause a boom in heavy hauling in Pittsburgh, Pa. New traffic regulations go into effect in Boston, Mass.

The largest shipment of draft horses ever exported from the United States left New York City on the steamship Minnetonka of the Atlantic Transport Line.

The Board of Directors of The Team Owners Association of America met in Cincinnati, O.

The New York Team Owners Association held its annual meeting and Isaac Goldberg was elected president.

### February.

Dr. Kennell's Emergency Overshoe for horses as a safety device against slipping on ice and snow is proving a great success.

The committees in charge of the preparations for the coming convention in Boston are getting down to work.

Mr. Lee Cotter, of the Cotter Transfer and Storage Company of Mansfield, O., gives some valuable suggestions on keeping a "tool record."

The Boston Team Owners meet and express themselves against the regulation of the city's Traffic Commission.

### March.

The Horse Owners' Mutual Protective Association of Washington, D. C., propose to have a bill introduced in congress for the prevention and punishment of cruelty to animals, by which they hope to frustrate the attempts at persecution by illegitimate parties, such as fake societies.

A fire destroyed a large part of the property of W. H. Breen, of Charleston, Mass., the well-known team owner and inventor of the popular Breen plano derrick.

The Draymen's Protective Association of Min-

neapolis, Minn., held its ninth annual meeting and elected the following officers: George Pratt, president; Frank Lamson, vice president; John Benz, treasurer, and W. M. Babcock, secretary.

The Mercer County Team Owners Association of Trenton, N. J., held its annual meeting and elected Peter H. Dolan, president; George M. Bremmerman, vice president; Charles Haas, treasurer, and W. S. D'Arcy, secretary.

The St. Louis Team Owners Association holds its annual meeting and election of officers. The latter are: Hupp Teyis, president; B. Pagenkemper, vice president; E. H. Koch, treasurer; A. J. Kuepfert, secretary.

### April.

The Revere House of Boston is selected as headquarters for the coming convention.

Henry Dithmer, of the Polar Ice and Fuel Company of Indianapolis, Ind., contributes an excellent article on the "Feed Account" to The Review.

Manager T. F. McCarthy begins preparations for the coming New York Work Horse Parade.

Jonathan Jackson, formerly a well known Chicago team owner, will marry a Southern lady.

The Team Owners Association of Greater Kansas adopts the "traveling card."

The Boston Master Teamsters Association proposes the adoption of the "sticker."

W. G. Liggett, of Kansas City, dies.

Manufacturers of heavy harness from all over the country report a great demand for these goods, a sure sign of business revival.

### May.

President Hugh C. Moore, of The Team Owners Association of America, appeals to team owners for a large attendance at the next convention.

The committees having in charge the preparations for the coming convention in Boston, report everything in readiness.

## THE TEAM OWNERS REVIEW.

The Chicago Commission Team Owners Association elect A. E. Abbs, president, and W. J. Colohan, secretary.

The Pittsburgh Team Owners Association elects the following officers for the year: Thomas J. Ashford, Jr., president; John O'Neil, treasurer; J. Campbell Roberts, secretary.

The city council of Philadelphia decides upon paving Market street with wooden blocks in spite of objections from team owners.

### June.

The annual convention of The Team Owners Association of America is held in Boston under the most favorable auspices. The gathering is a great success. Attendance was large. The Boston Association distinguishes itself in hospitality. The following officers were elected: Hupp Tevis, president; Isaac Goldberg, first vice president; W. D. Quimby, second vice president; R. G. Martin, treasurer; W. T. Bancroft, secretary.

The president and editor of The Team Owners Review was elected an honorary member of the organization and this paper was made the official organ of the association.

The Team Owners Association of Holyoke, Mass., elects W. H. Morehouse, president; P. J. Kennedy, vice president; C. C. Hastings, treasurer, and W. J. Piper, secretary.

### July.

The National Work Horse Parade Association was organized in Boston, Mass.

The Utica Carting Co. is reorganized with Thomas J. Lennon, Samuel H. French and Edward C. Hare as partners.

### August.

C. P. Shea, at one time president of The International Team Drivers Union of America, is convicted and sent to the penitentiary for 25 years on the charge of attempted murder.

The report from the convention of The Team Owners Association was everywhere well received.

The matter of loading and unloading cars, which is pending before the Interstate Railway Commission is expected to come up for decision in the fall.

Mrs. Abbs, wife of president A. E. Abbs, of The Chicago Commission Team Owners Association, died.

### September.

The National Association offers prizes to the local team owners organizations for getting new members during the next three months.

The Queen City Team Owners Association of Buffalo is organized.

The Teamsters Union tries to put obstacles in the way of holding a Work Horse Parade in San Francisco.

Three members of the Philadelphia Team Owners Association die, Frank Kerr, J. W. Foreman and R. C. Taylor.

### October.

The Cincinnati Team Owners Association appoints Mr. W. J. McDevitt general manager in charge of the arrangements for next year's convention.

The San Francisco Draymen's Association at its first Work Horse Parade showed a team driven by 96 horses in charge of Mr. George Renner, manager of the Association.

John Lynch, a prominent member of the Buffalo Trucking Association, died.

The first Work Horse Parade in Minneapolis, Minn., was held.

### November.

W. T. Bancroft, the national secretary, organizes a team owners association in Joplin, Mo.

President Tevis, of the National Association, appoints a committee to take up the subject of glanders with a view of having a national law enacted to compensate team owners, when their horses are attacked by that disease.

Rochester, N. Y., holds a Work Horse Parade in connection with an Industrial Exposition.

### December.

The American Warehousemen's Association holds its annual meeting in Cleveland, O.

A large number of New England team owners have an outing at Springfield, Mass.

Boston Team Owners propose to hold a first "Ladies' Night."

Reports from all parts of the country show a general improvement in the teaming business. Many team owners are obliged to turn away business for lack of horses and wagons.

The Kansas City Team Owners Association holds its annual ball and issues an interesting souvenir book in commemoration of the event.

## COMBINED THEIR FORCES

The Union Transfer and Storage Company and the Spokane Transfer and Storage Company of Spokane, Wash., have recently consolidated under the name of The Spokane Transfer and Storage Co. This combination of the two companies' forces and equipment will give the new firm facilities and resources, which will enable them to handle better than ever all classes of storage and transfer business, as they have commodious warehouses both on the Northern Pacific and the Oregon Railroad and Navigation Co. Millard Johnson is president of the company and W. W. Belden, secretary and manager.



## HUPP TEVIS' GREETINGS.

THE NATIONAL PRESIDENT CLOSES THE YEAR WITH A BUDGET OF INTERESTING INFORMATION AND GREETING TO THE TEAM OWNERS ALL OVER THE COUNTRY.

I have just returned from Washington and Philadelphia, having attended the hearing before the Interstate Commerce Commission of the Chicago Commission Team Owners, together with the Minneapolis and St. Paul Team Owners, against the various railroads in those cities in reference to the loading and unloading of car-load freight on team tracks in the various railroad yards, and I hope for and expect a favorable decision, and feel if we should get a decision in our favor in this case that it is only a matter of time when we will be able to get it in all the cities, making the contention for same and using this decision, if favorable, as a precedent.

I asked Mr. Goldberg, of New York, to meet me in Washington so as to be present at this hearing, as we might have the advantage of learning all that we could in the handling of this case, knowing that our knowledge of this case would be of great help to us in our future contentions before the Interstate Commerce Commission.

On returning home I called on our worthy ex-president, Mr. Moore, in Philadelphia, and am very sorry to report his serious condition as well as the serious time he has had with an affliction of one of his eyes. His physician gives us hope for his ultimate recovery, but it is very sad to see one who has been so bright and cheerful at all times, now so sorely afflicted. Personally I hope for the best in his case.

I found the Philadelphia Team Owners busy and in good spirits. They had just had their annual election and presented to their retiring president, Mr. James Gallagher, a very handsome silver service as a token of their high esteem for him and their general satisfaction in the manner in which he had administered the affairs of the office as president during the past year. I found them a cordial set of people at home, just as we have always found them at conventions, and I hope that it will be my privilege to again, at no far distant date, have the pleasure of pay-

ing the Philadelphia Team Owners another visit.

The National Board of Directors will hold their meeting the second Monday in January, 1910, in Cleveland, Ohio. Not knowing at this time what hotel will be selected for that meeting, I cannot state, and I do hope that if there are any special matters that any of the locals desire to have brought before that meeting, they will immediately notify me or our national secretary, Mr. W. T. Bancroft, so that all of this can be properly heard and discussed at the meeting.

I take this opportunity to wish all the Team Owners affiliated with the National Association a Merry Christmas and a Happy New Year, but as Christmas and New Year will both be past when they read this article, I will say to them, I wish them all a prosperous business during the year of 1910.

Very truly,

HUPP TEVIS.

## SAN ANTONIO BOOMS

Henry C. Rips, the most prominent transfer and storage owner in San Antonio, Texas, whose name has been in The Team Owners Directory of this paper for a long time, is making considerable additions to his already large establishment. He has just completed a large storage warehouse 100x180 feet, and he expects to erect during the coming year a four-story concrete fire proof warehouse 80x100 feet.

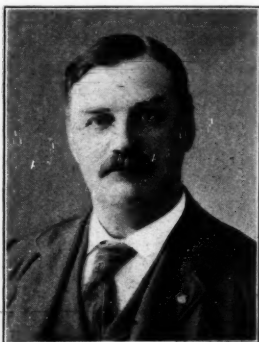
San Antonio is now coming into her own, and its push, energy and great attractiveness are now becoming recognized. Many tourists on their way to California get no farther than San Antonio, because they find there in abundance everything California may offer. The city has the hotel accommodation, which cannot be improved upon. It has a population of 135,000 souls. There is a great building boom in the city, new and fine edifices being erected in several parts of the city.

## NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

### Boston "Ladies' Night."

The Boston association held its first ladies' night for six years on the 7th inst., at the Revere House. The parlors of the hotel were thronged with the members, their wives, daughters, sons and sweethearts, who joined in cheerful greetings and social intercourse until 8 p. m., when a procession was formed, led by our genial president, Willis C. Bray, and marched to the accompaniment of music by a ladies' orchestra, to the banquet hall, where a bountiful spread was provided. One hundred and five people found seats around the board and after the inner man was satisfied, the president welcomed those pres-



MR. BRAY.

ent and called on several of the members for remarks.

Mr. Bray gave a very interesting account of the history of the association in his very smiling and affable manner. Brother Bray is always smiling where there are ladies.

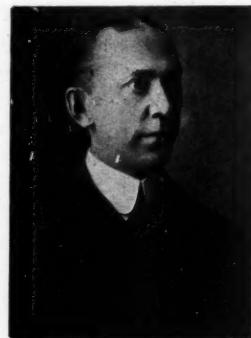
The next called upon was our very genial and universally respected secretary, Mr. George F. Stebbins. Mr. Stebbins gave us some very interesting figures and remarks on the finances of the association and what could be done with plenty of funds and how little could be done without. His remarks were very much appreciated and very loudly applauded.

Mr. Quimby, second vice president of the National Association, took for his text, "The Desirability of Closer Interest in the Association," and made a strong appeal to all truckmen to join in putting the craft on a higher and more influential plane in the business community. He called on the wives to assist in this, by urging their husbands to attend all meetings and sug-

esting statistics, showing the standing of Boston gested a ladies' auxiliary. He presented interest in comparison with other large cities and earnestly urged all the members to more frequent and fraternal intercourse.

Mr. Bowlby gave a very interesting description of the trucking business in Boston as compared with other large centers, showing material advantages that had been gained in other places and how it was possible for Boston to enjoy the same through concerted action on the part of the trucking interests.

Mr. Grimes gave us information on conditions at the local transportation terminals, covering de-



MR. BOWLBY.

tails as only Grimes can, and while his remarks were somewhat depressing, it must be acknowledged that he had his subject thoroughly in hand and presented it without gloves.

Mrs. A. H. Weeks, so pleasantly remembered by all who attended the convention in June last, spoke in behalf of the ladies, both energetically and to the point and, as always, it was a great privilege to listen to her remarks.

After this, conversation became general, and, before we were aware of it, it was time to disperse, if business was to be attended to in the morning.

The affair was pronounced a most enjoyable and instructive one by all who attended and we believe the results of this coming together cannot fail to be beneficial.

As this is the first ladies' night in six years, it shows that the right influence is working in Boston, and I wish to say right here that the conditions in Boston were never as good as they are today, as far as the association is concerned,

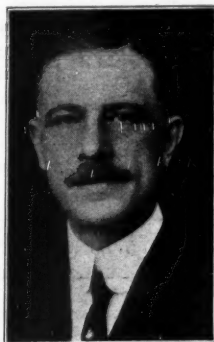
but there are very many things that the association must attempt to better.

The music was furnished by Miss Frances D. Mont's Orchestra of Melrose. The music was rendered in a first class manner and was very pleasing to all present.

We would hardly do justice to the situation if we did not say a word in praise of the grand menu service rendered by Landlord Harrison. He is very much interested in horses and on the basis of "birds of a feather flock together," his historic hostelry is the headquarters of the teamsters of Boston.

#### *Epidemic Among Horses.*

Boston has been visited for the last two months with an epidemic of strangles, distemper and diphtheria. As you are aware these are diseases of which many horses die. One large concern had a horse taken sick each day for six days and lost two out of the six with this disease.



MR. STEBBINS.

Others lost six, eight and even more; the sale to purchased an anti-toxine which can be furnished at \$1.00 per tube. This was used on 44 horses and the epidemic immediately stopped, there being no more sickness. We believe that every horse owner in the United States and everywhere else should not allow a green horse or an acclimated horse in their stable that has not been inoculated with this anti-toxine. Diphtheria, strangles or distemper runs horses down, causes water around the heart, and fungus and pneumonia is a very much dreaded disease. This anti-toxine operates the same as a vaccine virus with small-pox. If the horse is sick, he only has a very mild form. Any information that teamsters want can be obtained by addressing the New England Representative, Team Owners Review, 79 Portland street, Boston, Mass. The anti-toxine will be furnished at above price, and sent by express with instructions on receipt of above price. This anti-toxine comes with a hy-

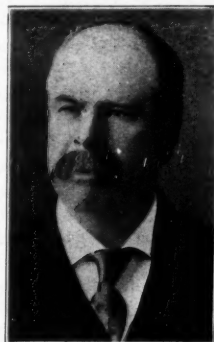
podermic syringe in each tube and this can be used by anyone.

#### *The Boston "Sticker."*

I wish to say something in regard to the sticker which was originated in Boston and which we notice in last month's Review, our secretary, Mr. Bancroft, invited all associations who wanted stickers to ask for them. Now, I don't believe that the associations throughout the United States know exactly or not all of them, at least, the significance of the sticker.

As Boston is the Hub of the Universe, and the garden of the United States, being first in transportation, first in wealth, first in savings and first in earnings, it is no wonder that the truckmen living in such a glorious zone, should suggest the sticker.

The first thing on the sticker proposition is, we wish to be able to give to our patrons, that is the patrons of the Masters Teamsters', some-



MR. GRIMES.

thing the outside teamster cannot give throughout the United States. We all know the poor service that we get from transportation companies, both steamboat and railroad; the unnecessary delay, etc., which is a menace to the teamster and to the shipper. This sticker is introduced to do away with this abuse to the farthest extent possible. I enclose herewith a sticker which I should be much pleased to see printed in the Review.

The individual truckmen procure these stickers from the National Association and give them to their customers with this explanation. That he will furnish the sticker for them free of expense and all the shipper has to do is to use them. You will notice that the days and months appear equally on both ends of the sticker. The day the goods are shipped the date should be crossed and the month, and this sticker placed on the merchandise shipped. If these goods go astray or are not shipped, or are delayed from negligence or otherwise, every teamster belonging to local associations who visit the freight

houses throughout the United States daily and if they see merchandise with a yellow sticker printed in red, they become a committee of one to send notice to the shipper as follows. He immediately notifies the secretary of the local association from whence the goods were shipped, the secretary notifies the teamster and the teamster is able to go to the shipper and say, "We shipped for you so many bundles of goods on such a day and the goods are held up in Cleveland, or Kansas City or Chicago, or New Hampshire, or any other place."

You will notice that this means of notification is, that this sticker is printed for each association, one of which we hope to see printed in the Review soon, "Teamsters' Association, Boston, Mass.," giving the team owner's number. The secretary of the association notifies the teamster and he takes it up with the shipper and shows him that the goods which are shipped by teamsters of the association are to have protection throughout the United States wherever they may be found, whether lost or delayed. The great trouble in getting any satisfaction from railroad and steamboats is in having specific facts. Now this gives specific facts to the shipper, exactly when his goods were shipped because he marks on the sticker the day of shipment.

We believe that as soon as these stickers get started and the good results that must come from it, that nearly every shipper in every city, will require their teamsters to use these stickers and when they do, there is no other way for the teamster to obtain them than to join this organization in the town where he is located. We consider this a very important proposition. This is nearly the only thing that we can think of that will give the patrons of the association teamsters something that the outside teamsters can not give, because they have no representative in the field that would look after the freight as we have.

Another thing we believe that when these stickers are placed on goods, that if there are 200 packages altogether, to be loaded and only 100 can be shipped on account of the inability of the transportation company, that the goods bearing our sticker will be loaded first. We expect to improve the care in handling, we expect to reduce the delay to a minimum. We expect when the red is seen on the yellows pasted to merchandise the employes of the express company will take notice.

Now we hope that the Teamsters Association throughout the United States will order and give the sticker a trial.

New England would be very glad if some good brother teamster could give us a suggestion of a better thing.

#### Notes.

Boston, at this time, is very much interested in crushed oats. We should be glad to hear from any reader in the United States in regard to crushed oats as to whether it is best to own your own machine or have it done outside, or feed oats whole.

Our next directors meeting will be held on the 27th of this month at the Revere House.

Our regular monthly meeting will be held with a banquet, on the 4th of January and we are to be favored with some remarks from our good friend, Ernest N. Bagg, of the Employers Association of Springfield, Mass. His remarks will be entitled, "The Right of the Road."

We wish to say right here that every time we meet in Boston, we eat, and since we have been eating, we have been growing. It is easiest to get people interested if they have something to eat. We believe that any association can increase the interest of the members very materially, by having a banquet or a collation each time they get together. We have found it a very great drawing card with us.

W. D. Q.

#### KANSAS CITY'S NEW STATION

Kansas City is to have a new Union Passenger Station which, with a system of freight terminals in connection, will cost \$30,000,000. Included in this system is every one of the twenty-seven lines of the fifteen systems which make Kansas City the second greatest railroad centre in the world.

The new station is to be in the heart of the city, at Twenty-third street and Baltimore avenue, facing one of the city's largest and finest parks. The station building itself will cost \$3,000,000. It is to be of classic design, absolutely fireproof, of monumental proportions, and will contain every convenience for travelers that could be thought of. The building is to be in the shape of a T, built of native dressed stone. The main building will be four stories in front and five in the rear, the main entrance to be on the second floor and the first floor level with the train platform.

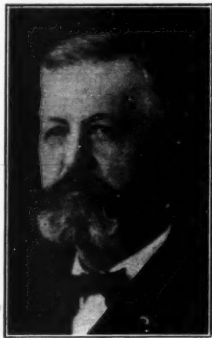
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EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY



## DEATH OF A. P. CHADBOURNE

On the evening of November the 24th last, the Master Teamsters Association of Boston received a severe shock in the sudden death of A. P. Chadbourne, one of its most popular members. On his way home on one of the most dreary nights we have ever had, our brother dropped dead, while riding on an electric car. Mr. Chadbourne has been a member of our organization for some time, and he was very untiring in his efforts. He was a member of the Board of Directors. His services on the special committee during the convention of the Team Owners' Association of



America in this city last June were of great assistance and a great deal of the success was due to Mr. Chadbourne's efforts. We cannot express too much regret that such an element should be taken from our association, but as God does all things well, we can but bow to His omnipotence.

Mr. Chadbourne was 55 years of age and leaves a wife and one child. The funeral services were held on Sunday, November the 28th, at Trinity Church, East Cambridge, Mass., and the Master Teamsters Association of Boston, attended in a body.

W. D. Q.

## SECOND ANNUAL BALL

The Team Owners Association of Greater Kansas City held its second annual ball on Monday evening, Nov. 29, at New Casino Hall, and, like everything else the Kansas City team owners undertake, it was an unqualified success. The attendance was unusually large, the menu exceptionally fine and everybody had the most enjoyable time imaginable.

## REFORM LEGISLATION

Editor Our Dumb Animals:

Accepting your courteous invitation, I beg herewith to submit briefly a few thoughts that have been on my mind for several years and which constantly are being brought home to my heart by the sights that daily meet my gaze while walking in the streets of New York.

The first and perhaps the most important reform that I would bring about for the protection of animals from certain forms of cruelty, which the public has grown so accustomed to seeing that it hardly brings forth a word of protest even from humane people themselves, is this:

I urge, and have urged through the daily press, the passage of a law making it a misdemeanor, punishable by fine or imprisonment, or both, for a man or boy to drive a lame horse faster than a walk.

There is not a humane man, woman, or child who has not been stung to the heart by the sight of a thoughtless or merciless driver urging on a blind or lame horse, mule, or donkey, to a gallop, or even to a trot. I need not harrow the feelings of the readers of Our Dumb Animals by going into particulars concerning this all too prevalent form of cruelty to animals, as they doubtless have been unwilling witnesses of this perhaps thoughtless, but nevertheless outrageous form of ill-using defenceless beasts of burden. Such sights are comparatively common in Greater New York and doubtless are to a lesser extent in all cities and towns of the United States and in bull-fighting Spain.

My next suggestion concerns what is the refinement of cruelty of a civilized nation against a large number of the members of the horse kingdom, and makes me long for the day when the horseless carriage, wagon, and taxicab shall have entirely superseded the horse-drawn carriage, wagon, and cab.

Although it is against the law of nearly, if not all, the states of the Union to amputate a horse's tail, the fact is patent to all that the laws have been grossly violated, and as a result I would make it a misdemeanor, punishable by fine or imprisonment, or both, for a man, woman, or boy to drive a dock-tailed horse in fly time (from June 15 to September 30) on the streets, roads, or highways, unless the horse is protected with a full size leather fly net.

I would also prescribe the same penalty for any driver (and in addition a fine for the owner of

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

the animal) who allowed his horse to stand in the street or road without being covered with a full size woolen horse blanket in winter when the thermometer registers 32 degrees Fahrenheit or thereabouts.

There are many other forms of cruelty to animals, some of them very serious and some of minor importance, but all nevertheless causing misery and pain, notably the strap muzzle. If dogs must be muzzled, nothing but the most humane muzzle ever ought to be used and then only for an hour or two at a time as the fleas nearly drive dogs "crazy" if they cannot bite at the spot where the parasites congregate.

Most of your 300,000 readers probably know more about the many forms of cruelty than I do, and I appeal to them to use their pens as well as their tongues in endeavoring to "write" the wrongs from which the defenceless dumb animals are constantly suffering at the hands of thoughtless, unkind, and cruel men and women. I ask your readers to try the power of the press in helping emancipate the animal world from the injustices and wrongs under which it is still groaning.

And the way to do it is to agitate! agitate!! agitate!!!

Yours very truly,

GEORGE FOSTER HOWELL,

Brooklyn, N. Y.

#### TRAFFIC VOLUME

Railroad freight traffic within the United States is moving at the volume of 987,000,000 gross tons per annum. Minerals give the country's steam railroads 55 per cent of their freight traffic, manufacturers 15.41 per cent, lumber 11.38 per cent, and agricultural products 8.62 per cent. These four classes of freight give the railroads eight-ninths of their freight traffic. The ocean traffic for the United States is a mere drop in the bucket as to freight when compared with the domestic railroad's freight hauls. Our imports are about 19,000,000 gross tons in weight per annum, and our exports for a twelve-month under present conditions are about 52,000,000 gross tons. Our foreign trade imports and exports are going on at the rate of \$3,000,000,000 per annum. Our home trade is moving at the rate of \$21,000,000,000 per annum. To many Europeans the physical fact that one-half of the commerce of the seas is for the account of the North Atlantic routes—which means mostly for trade to and from the United States—gives them the belief that this ocean trade is very great, as it occupies one-half of the world's sea-going ships. Vast as it is, this tonnage is small when contracted with what is moving along our great trunk line railroads.

#### OWL ATTACKS TEAMSTER

Battling desperately for almost an hour with a gigantic owl that sank its talons into his arms and shoulders repeatedly, at the same time trying to quell the excitement of 37 big horses thrown into a panic by the wild pranks of the big bird—that was the experience of Michael McConnell, night watchman at the Ardary-Burns Company's stables, Sixteenth and Pike street, Pittsburgh, Pa. McConnell pluckily continued to beat at the bird until it was compelled to retreat out of the barn into the early morning air. Flying across Sixteenth street, the big owl, without provocation, attacked a mill man on his way to work. With his dinner bucket he fought the owl off. Finally it disappeared in a vacant lot near the Sixteenth Street Bridge.

It was McConnell's presence of mind and rare pluck that prevented a serious stampede among the 37 big dray horses in the stables. About 3 o'clock while he was making his rounds in the rear of the building he was attracted by the horses jumping, rearing and kicking. McConnell turned on the lights and saw the big owl on the back of a horse sinking its long and sharp talons into the animal. The owl sprang at McConnell's head. McConnell, although an aged man, is very agile and sidestepped the bird, which landed against the side of a stall. Again and again the owl attacked him. The sight of the giant bird fluttering before their heads excited the 37 horses and McConnell found it necessary to forget his own safety and pacify the horses to prevent a stampede.

Finally the owl flew to the top of a stall, and placing its head under its wing seemingly went to sleep. Taking advantage of the opportunity McConnell approached and was about to land a death-dealing blow with a broom when the bird made a dive at him. It struck him in the chest with all its force and nearly knocked him off his feet. The fight continued until the bird flew out into the street, where it attacked the mill man.

McConnell said that judging from its wealth of soft lax plumage and size he is inclined to think the owl was of the American Tawney species. This species of owl is known for its fighting qualities, and is said to be next to the eagle in strength and ill temper. When several employees of the big stables reported for work in the morning and heard McConnell's story they began a search for the owl, but were unable to locate it.

## STREET PAVING IN BERLIN, GERMANY.

Referring to the request of an American municipality for information regarding the pavement of the city of Berlin, Consul General A. W. Thackara submits the following data:

The area of the street pavements, exclusive of sidewalks, etc., of Berlin, in March, 1908, was 6,483,332 square meters (7,754,065 square yards), of which seven-tenths were maintained by the city and three-tenths by contractors, street railway companies, etc. Of the total area 41.35 per cent was paved with asphalt, 1.92 per cent with wood, 51.63 per cent with the larger grades of stones, 5.04 per cent with the smaller grades of stones and 0.06 per cent with slag stones, cement, macadam and pebbles over concrete. The poorer classes of paving material—smaller grades of stones, etc.—are being replaced by asphalt pavement, which formed in 1898 only 25.26 per cent of the total area of the pavement, while in 1908 it formed 51.35 per cent. In general, on account of its efficiency, asphalt is preferred to wood for paving the streets of this city. Wood pavements are only used in the approaches to bridges where there is an incline, to prevent horses from slipping, as wood furnishes a better foothold than asphalt; besides wood stands the vibration of the bridges better than asphalt when heavy teams are crossing.

Formerly only blocks made of Swedish pine were used for paving, but in the last few years Australian hard woods and black butt have been preferred, although the pine-wood blocks are still being laid on very heavy inclines. The hard Australian wood pavement is the most expensive used, as the costs of laying and maintaining are much greater than asphalt. Contracts for the latter pavement are usually made for 20 years; for the first five years the costs of maintenance are paid by the contractor and for the remaining 15 years the municipality pays the contractor annually 50 pfennigs (11.9 cents) per square meter for keeping the pavement in repair. Contracts for soft pine wood are made for 10 years; the first five years the city pays nothing for maintenance, while for hard wood the contracts are for 15 years, the contractors being obliged to keep the pavement in repair for 10 years. The repairs of the wood pavement range between 60 and 70 pfennigs (14.28 to 16.66 cents) per square meter.

During 1906 and 1907 there were paid out respectively, for the maintenance of the street pavements, inclusive of the contributions to the street railway companies, \$368,592 and \$394,674, and during the same years the contributions of the

holders of property abutting on the streets constructed by the city were, respectively, \$233,690 and \$315,992. As to the contributions of the city to the street railway companies, the charters to the latter were granted at the time when horses were used for traction, and the car companies were obliged to keep in repair the space between the tracks and 60 centimeters (24 inches) on either side. When electric was substituted for horse traction, the car companies claimed that the damage done to the pavement by the trolley cars was nothing and that a rebate should be refunded for the difference in cost of repairs. This claim was conceded by the municipal authorities, and the car companies are refunded annually the following amounts:

For asphalt pavements, one-track lines, 20.5 cents per running meter (3.23 feet); double-track lines, 37.6 cents; stone pavements, single-track lines, 5.2 cents, and double-track lines, 9.5 cents; for wood pavements, 20.5 cents, and double-track lines, 37.8 cents.

The total area of the streets cleaned in 1906 and 1907, inclusive of the sidewalks, etc., was 12,573,107 and 12,730,905 square yards, respectively. Of this area, the greater part (7,825,746 square yards), during the year 1907, was comprised of the streets proper, exclusive of the sidewalks, etc. The total length of the streets cleaned in 1907 was 320 miles. The area of the streets, inclusive of the sidewalks, requiring daily cleaning during 1906 and 1907 was 8,150,067 and 8,265,734 square yards, respectively.

During 1907 there were employed in cleaning the streets a total working force of 2,056, among whom there were 509 "street-sweeping boys." The total wages was \$658,578. The daily pay of the overseers is \$1.13, and after three years they receive \$1.19. The regular laborers receive \$0.89, and after three years' service \$1.07. The "street-cleaning boys" are paid \$0.476 daily, and after two years \$0.535. As a rule, eight hours are considered the length of the working day.

The removal of the sweepings is let to a contractor, who receives \$250,852 yearly. The removal of the snow is paid for by the load. During 1906 there were removed 175,610 loads of sweepings, which was an average of 481 loads daily. There are however, great variations in the daily volume of the sweepings, depending upon the weather. In 1907 there were 189,271 loads of sweepings removed, or an average of 517 loads daily. Because of the heavy snows during the 1906 season the costs were exceptionally high, amounting to \$355,777 for hauling off the

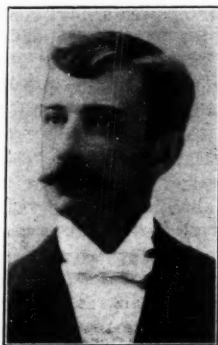
snow and \$62,621 for extra laborers. These expenses for 1906 were 30 times those in 1905 and 12 times those in 1907.

With reference to the street sprinkling, the supplying of the teams and labor and the maintenance of the wagons are also let to a contractor, who receives \$2 per wagon per day.

During the report years of 1906 and 1907 the total costs for cleaning the streets were \$1,424,102 and \$2,228,546, respectively, and for sprinkling the streets, \$152,927 and \$116,459, respectively.

#### WM. H. MOOREHOUSE

This is a good portrait, and the only one believed to be in existence, of William H. Morehouse, president of the Holyoke Team Owners Association, who has a fine, centrally-located forwarding office on Main street in the "paper city," and who is a particularly live wire when it comes to matters pertaining to the teaming business anywhere in his section. When occasion requires that attention to the social side of the interests of the team owners, there Mr.



Morehouse is in the forefront of the "bunch" with good ideas, and money in hand to back them up. If all New England centres had such men in them—men who are also active in the teaming business—there would be "lots doing" all around.

Mr. Morehouse's place of business has just been newly painted and renovated; and the satisfied patrons he has had for years are bringing him more business than ever—which is a good card for any man. "Square dealing and safe delivery of goods" is his only motto, and it has certainly paid well in his case.

E. VALISE.

#### STABLE COMPETITION

The Boston Work Horse Parade Association, which, since its existence has already done a great deal for the benefit of the horse as well as all horse and team owners, is going to hold its second stable competition for prizes. The Association asks all stable owners, who keep horses, to send to the address of the secretary, Lewis A. Armistead, 15 Beacon street, Boston, entries containing the name and business of the owner of the horses, the situation of the stable, the name of any stable boss or foreman employed.

Every stable entered must be open to the inspection of the judges at any time up to May 30, 1910. Certificates, and prizes consisting of money and silver medals, will be awarded to the owners of the horses and to the stable foremen. The competition is open to stables of every kind, including livery, hack and boarding stables. As many prizes as are deserved will be awarded. The stables entered are judged not in competition with one another, but accordingly as they satisfy the standard fixed by the judges. Among the points to be considered by the judges will be quality of hay and grain, bedding, blankets, grooming, ventilation, stalls, sanitary condition of stable, handling of horses by drivers and grooms, etc. The costliness of the stable and its furnishings will not count in this competition; and the intention is, as in the case of the annual parade, to give the poor owner an equal chance with the rich owner. The Association suggests to owners of work horses that this competition offers an excellent means of increasing the efficiency and faithfulness of their drivers and grooms. Reports will be made from time to time, so that defects which the judges point out can be remedied by the persons in charge of the stables. The report made by the judges as to each stable is confidential, and is communicated only to the proprietor of the stable.

#### WELL WORTH KNOWING

Graphite reduced to an exceedingly fine degree of pulverization will not remain on the bearing surfaces—it is squeezed out with the oil.

Flake graphite, properly prepared, becomes pinned to the bearing surfaces by the microscopic irregularities which exist on all bearing surfaces, thus forming a veneer-like surface of marvelous smoothness and endurance.—Graphite.

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**HORSE SAVES DRIVER'S LIFE**

Plodding along at a sober gait, which many seasons of hard work as a collector's horse have taught him best answered the purpose, Old Gray drew up in front of the Atlantic and Pacific Tea Company's store, Ralph street and Woodward avenue, Brooklyn, and halted, says the New York World. The manager gazed through the rain-spattered windows for some time before he said: "Old Gray has been standing there several minutes. Wonder where Meyer has gone with the money?"

He referred to George Meyer, who had started in the afternoon on a collecting tour in the suburbs. A clerk went out to investigate. Old Gray whinnied and, turning his head, nodded toward the empty seat, the clerk says. Anyway, on the bottom of the wagon, partially concealed by the seat, lay Meyer, unconscious and bleeding from wounds on the face and head. His clothing was torn and his collector's wallet lay on the seat, empty.

Meyer was revived in the German hospital. He said he was attacked and robbed of more than \$100 about nightfall by three men on a lonely road about three miles from the tea company's store. Old Gray had covered those three miles unguided, bringing about Meyer's discovery in time to save his life.

Meyer said the robbery was done near Forest Park. Three men sprang from behind a clump of bushes; one seized Gray's bridle, the second thrust a pistol in Meyer's face and the third struck him repeatedly on the head with a stone. He recalled nothing more.

When the highwaymen fled Old Gray set out for the store. He knew every inch of the road and darkness and rain did not confuse him. Several persons have been found who saw Old Gray on the Forest Park road, the Fresh Pond road and other little used highways which gave the shortest route to the store. They did not see that there was no driver in the seat.

Although the hospital surgeons said Meyer's condition was perhaps serious, at his request he was taken to his home, 578 Ralph street.

**A USEFUL CALENDAR.**

The Team Owners Review acknowledges the receipt of a very useful calendar and memorandum pad from the Sheldon Transfer Company of Holyoke, Mass. This thoughtfulness is an annual occurrence, and it is always appreciated.

**POISONING HORSES**

In Isidore Suez, held by Magistrate Kernochan in Harlem Court, New York City, the police believe they have one of the gang of horse poisoners that have recently killed thirty-six animals belonging to a large milk concern.

He was fooling around the feed bags of a team in front of 2617 Eighth avenue when Policeman Shaw questioned him. His answers were not satisfactory, so he was taken to the West 125th street station.

There a package of gumdrops was found in his pocket.

"Why don't you eat these?" asked the desk lieutenant.

"Not on your life," said Suez, "them drops is poisoned. They ain't no Cook kind."

An S. P. C. A. agent told the magistrate that Suez was a cousin of a man convicted four years ago of horse poisoning.

The gumdrops were sent to the health board for chemical examination.

**A CURIOUS MAIL ROUTE**

One of the most remarkable mail routes in the world is that over which a letter journeys in going from Beebe Plain, Vt., to Beebe Plain, Quebec, Canada. While the two offices are within ten feet of each other—are located in the same room—in fact, a letter mailed from one office to the other must make a trip of 294 miles—67 miles in Canada and the remainder in the United States.

The plain, old-fashioned store building which is situated on the international boundary line, contains both United States and Canadian offices. There are separate entrances to each, but both are in the same room, have the same lobby, and there are no partitions to mark the division between the domain of Uncle Sam and the possession of King Edward.

"If you mail a letter from the Vermont side addressed to the Quebec side," says the postmaster, "it goes from here to the junction, then to Newport, then to White River Junction and back to Lennoxville, Quebec, over the Boston & Maine. There it is transferred to the Grand Trunk and goes to a southbound mail pouch and comes to Stanstead Junction and then back to this same building, a distance of 294 miles.

"If we wish to mail a letter from the American side to Derby Line, it must go to White River Junction and then come back over the official route."

## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

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### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

If you wish your address changed, be sure to give the old as well as the new address.

### ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
PITTSBURG, PA.

Vol. IX.                      January, 1910.                      No. 1.

**The Team Owners Review  
extends to The Teaming Frat-  
ernity of this Country, to its  
Advertisers, its Subscribers  
and Readers in General the  
Compliments of the Season  
And the Best Wishes for A  
Year of Prosperous Business.**

While taking a retrospective view of the year 1909 as far as the teaming business is concerned, it is very gratifying to note that the past year has been a year of growth and development. It will be recalled, that last year was a period of reconstruction made necessary by the havoc, which had been wrought in our industrial, commercial and financial machinery through the panic of 1907. The teaming business naturally felt the effects with the rest, but it must be recorded, and it is pleasant to do so, that the team owners stood the hard times as well as most. One feature was particularly brought to our attention and that was that in the cities, where the team owners have an organization the trouble was felt much less, because there the team owners would help each other out in carrying the burden. In this way we have again had proof of the advantages and benefits of organization.

Another feature of last year was the almost entire absence of strikes and labor troubles, which, of course, was largely due to the hard times that made the laborer suffer with the employer. However, it has been generally observed within the last year that there is a tendency for the men and their bosses to get together and talk things over instead of running pell mell into a strike, which even at its best outcome means loss to all concerned.

As for the National Organization the year 1909 has been fortunate and progressive. The Association held a successful convention in Boston. A number of new locals were formed and in a general way it is worthy of note that the gospel of organization is still spreading.

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In last month's issue of The Review our New England representative suggested a change in the date of holding the annual

convention. He contends that June is too warm and he wants it to be in April. We had hoped that some of our readers might have written to us and expressed their opinion in reference to the subject; but no one did. There is no doubt that many arguments can be used against holding the convention in June, the same as there can be arguments found against holding the convention at any other season of the year. The solution is to find a date that will suit most of us.

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We have no doubt that all of our readers who are acquainted with Mr. Hugh C. Moore, of Philadelphia, will be very sorry to read in the communication of President Tevis on another page of this paper, that Mr. Moore has been so seriously ill. We sincerely trust that Mr. Moore will soon recover and that he will yet long remain with us. Such men are rare anywhere and especially in the teaming interests of this country, where he has been a pillar of strength for so many years.

The Team Owners Review hopes for a quick return of his best health to the genial and energetic ex-president of the National Team Owners Association.

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We learn with regret that Walter C. Reid, for many years secretary of the American Warehousemen's Association has retired from that position. Mr. Reid was an able officer. His ability and energy did much to bring the Association into prominence and make it a success. Mr. Reid was obliged to resign on account of private business, he having been appointed general manager of the Lincoln Safe Deposit Co. of New York City.

To the Officers and Members:

I wish you all a Merry Christmas and Happy New Year, with prosperity and success for the Association.

Yours truly,

W. T. BANCROFT,

Secretary National Team Owners Asso.

#### A NEW LAW NEEDED

Said the New York Tribune recently: "A boy 15 years old was arrested on Monday for operating an automobile at 35 miles an hour through the streets of Flushing. It was his own automobile. His proud father is said to have occupied a seat in it, and the child had a license from the public authorities to operate it. The situation summed up the automobile evil. It illustrated the willingness of parents to provide their immature children with these expensive and dangerous vehicles, the readiness of men of presumably good sense to risk their own necks riding behind youthful and irresponsible chauffeurs and the reckless attitude of the public authorities who license fools, drunkards and children to drive huge and dangerous engines through crowded streets."

Hardly two weeks ago, Samuel S. Koenig, Secretary of State, urged the enactment of a law placing restrictions on the granting of licenses to chauffeurs. He explained that under the existing law his department was powerless to do anything except issue licenses when applied for, with the payment of the fee. The arrest in Flushing emphasizes again the inadequacy of the licensing statute. The correction of this law should be one of the first things to be taken up by the Legislature when it assembles next month.

Steaming the head by putting on a nosebag containing scalded hay seeds, helps to make strangles take a mild course. If the swelling does not disperse, it is as well to assist it to form up and break, and, as it is an awkward place to poultice, fomentation must be resorted to and continued for a good length of time. While the swelling is gathering up, swallowing is a painful process, and the horse must be tempted with small and tasty feeds, a bit of linseed cake dust and some dry crushed oats, or a handful of sweet clover hay, and if it will drink oatmeal gruel so much the better, and chilled water should be given until convalescent.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

Among The Associations
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**Buffalo, N. Y.**

Team owners in the city of Buffalo during the year 1909 have enjoyed abundance of work in all lines of the trade, but increased cost of operating expenses, without proportionate increase in earnings, have not left the owners the financial balance at the end of the year their business justified. This shortage would have been much greater were it not for the fact that a large number of the team owners organized as the Queen City Team Owners Association during the month of May, the members of which increased the day work price from five to six dollars per day. The business community appreciating the increased operating expenses of the teaming business, granted the increase without question except in cases where work had been contracted for under the five dollar rate, in every case of which the Association furnished the teams to complete the work at the old rate. Not a member of the Association reported the loss of a single day's work on account of their demands. The Association is in a flourishing condition and is doing much good for the teaming interests in the City of Buffalo. If all the team owners would appreciate the advantages of such organization, the teaming interests of the city would soon be established on the business footing the trade justifies. The horse market of Buffalo has been light and prices high. Vehicles of all classes used in the teaming business have increased in price. Wages, feed and fixed expenses have increased in proportion, yet no effort was made to meet these conditions previous to the organization of the Team Owners Association, and many team owners are still doing business at a financial loss.

This Association hopes to list every team owner in the city during the year 1910 and make many changes beneficial to the trade and members.

M. F. D.

No doubt many of your readers will be pleased to know that soon after the new year, the tally-man and employees of the various teaming companies and the individual, who does his own hauling, are to become good friends, better friends than ever before. The tally man will hustle to procure the necessary help to unload and load wagons, into cars and from car onto wagons on the team tracks. This is as it should be. The team owner and the local freight agents should be on friendly terms. The local freight

agent is anxious to get rid of the incoming freight as soon as it arrives. The team owner is just as anxious to deliver the freight to his customers.

The officials of several of the railroads have seen freight diverted from their road to other roads, that better facilities might be obtained for handling both in-coming and out-going freight. The team owner has suffered in many cases by delays. The trial of receiving and delivering freight in car-load lots through the freight houses has proved an expensive luxury, and when business revived the expense became much greater and finally a complete failure as to giving any kind of service. The State and Interstate Commissions were appealed to, and their decisions were favorable to the merchant in every case. We, in Buffalo, have been patient and watchful, gave all assistance in our power to the local freight agent. Knowing his trouble, knowing the kicks and curses he received from all quarters we sympathized with him. We did our best to assist him in getting freight away from his freight station and felt as much hurt as he did when we had to pass his station with loaded wagons that we might get assistance to handle the freight promptly without putting our hands into our own pocket to pay the expense. We will be back to the old rules, which have governed from the time the first car was loaded and unloaded in this city by the time your ever welcome edition reaches its readers.

Wishing all a Merry Christmas and a Happy and Prosperous New Year, I am,

Very truly yours, R. G. M.

St. Louis, Mo.

St. Louis, Dec. 11, 1909.

Team Owners Review,  
Pittsburgh, Pa.

Gentlemen:

Enclosed find \$1.00 as my subscription for the Review for another year. I have been well pleased with the articles that have appeared in the Review during the past year. They have been worth a great many times more to the team owner than the price of the magazine. I do not see why every practical team owner should not be a subscriber to your valuable magazine. I hope the coming year will be a good one for the teaming interests, and also for your valuable magazine.

Yours fraternally,

THOMAS M. CRADEN.

2644 Randolph. Member St. Louis Team Owners Association.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY



*Cleveland, Ohio.*

Business in our city has been remarkably good here of late and every team owner looks for a favorable season. Some time ago it was impossible to hire a team for less than \$5.00 or \$6.00 a day, which a few years ago one might easily have had for \$4.00 or \$4.50. I think in a general way Cleveland is one of the poorest cities in the country for the teaming trade. Prices on transient trade have gone up some, but not enough. Truckmen and transfer men, who haul for wholesale houses have advanced prices some, but many are still doing work at the old rate. In some instances where team owners asked for an increased rate the firms have installed auto trucks, but there is still plenty of work for the horse and the outlook is very good.

In our Association the prospects are very bright. We have several new members taken in lately and expect more in the near future. This fall we have held several entertainments, which were a great success and the effect has been to bring us all more closely together.

The trouble is that many of the outsiders refuse to join us because they are already benefited by our Association and the work we are doing does them almost as much good as ourselves. For example, we appointed a committee to consult with the local railroads in reference to the loading and unloading problem. Well, we succeeded in getting the railroads to see things as we did. Then we got a street to the city scales paved, we stopped the laying of asphalt pavement on certain streets, we got hooks taken off electric light and telephone poles, we got the lower limbs cut off a lot of trees. We established a work horse parade with the assistance of the Humane Society and other organizations.

Now the outsiders get all these benefits the same as we do and the only reason I can see why they do not join us, is, that they want to save the few dollars dues it costs to belong to the Association. You may think that is a small penurious policy, which all may be true, but the fact remains, that they do not come in.

THE CLEVELAND TEAM OWNERS ASSO.,

C. F. BECKERT, Sec'y.

*St. Louis, Mo.*

In reply to your inquiry for a report of the teaming business of our city, I want to inform you that I called upon several of our members that do extensive freight hauling and after looking over the situation thoroughly they all came to about the same conclusion, that the teaming

business increased at least 25 per cent during the year, above the business of the previous year of 1908.

At the present every team owner seems to be very busy and all seem to be contented.

The year has passed without any teamsters' strike and both team owner and driver seem to be satisfied at the present time.

The prices of feed at the present time are not so high as a year ago. Oats is sold at 20 cents per bushel lower than a year ago. Ear corn is quoted from 15 to 18 cents per bushel lower and hay seems to hold its last year's prices. Alfalfa has advanced from at least 20 per cent above last year's prices.

The St. Louis Team Owners Association held its annual election on the evening of the 21st of December with the following results: Hupp Tevis, president; B. Pagenkemper, vice president; E. W. Koch, treasurer; A. J. Kuepfert, secretary; John P. Vahrenholt, sergeant at arms; F. F. Tirre, traffic manager. The following executive committee was also selected: Farwell Walton, chairman; G. R. Jansen, John Wilker, J. J. Willems and F. Kaufman.\*

The meeting was well attended and after the regular course of business the members present enjoyed a smoker with lunch and refreshments. A committee on hall reported and it was moved and duly seconded that we change our present location to the new hall the committee recommended. Our next meeting will be in the Y. M. C. A. Hall, Grand and Franklin avenues, one of the finest halls in our city with all conveniences. The members are very enthusiastic about the change of the location.

Yours very truly,

A. J. KUEPFERT, Sec'y.

**G. W. HOFFMAN**

Mr. G. W. Hoffman, who has been known to team owners all over this country for a great many years, died the other day at his home in Indianapolis, Ind. Mr. Hoffman was the founder of the business, which supplied to team owners everywhere the United States metal polish, which for the brightening of the brass trimmings on harness has never had its superior. We are informed that the business of the firm will be continued the same as heretofore.

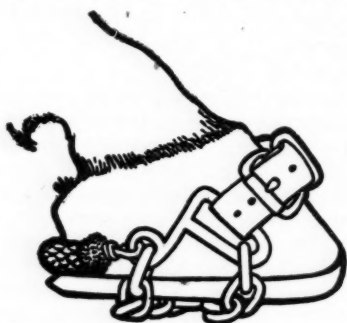
EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

## CHICAGO, ILLINOIS

The Chicago police force has adopted the Kinnell emergency overshoe for horses, which was first exploited through The Team Owners Review last winter.

The police force in Chicago not only uses these shoes on its own horses on slippery days, but each mounted policeman has a pair of the shoes attached to his saddle. These he puts on horses that fall and cannot rise. With the chain shoes, the horse rises easily, and walks absolutely securely. The policemen say that they have been offered ten dollars for the shoes by drivers that had never seen them until the policeman lent them temporarily to get the horses on their feet, or help them up a slippery hill or on the slippery approaches to the Chicago bridges.

This simple device, which promises to make a fortune for its owners, and which the humane so-



cieties urge upon the attention of all horse owners and of blacksmiths, is the invention of a veterinary surgeon named George N. Kinnell. Mr. Kinnell had worked for a long time at the shoe which he calls the "Kinnell Humane Self-Fitting Emergency Overshoe for Horses."

Mr. Kinnell lacked the means to develop his useful invention. He was helped by George Westinghouse, the famous inventor of the airbrake and of other important devices.

Mr. Westinghouse saw at once the value of the Kinnell invention, realized what it would do to diminish suffering among horses, and to help drivers. He financed the invention and pushed it for Mr. Kinnell—without, however, having any interest in it himself.

Mr. Kinnell, whose address is Pittsfield, Mass., where he manufactures his emergency overshoes, says of his invention:

"The idea is perfectly simple. The problem was to work it out. This I have done with the encouragement and assistance of Mr. Westing-

house. As a veterinary I understand the conformation of the horse's foot. I have perfected a shoe that is absolutely simple, that gives the horse perfect balance in his footing, that makes the expensive rubber pads unnecessary. The shoe not only makes slipping impossible, but it means a saving in shoes, and a great saving in the long run.

"When a horse is sharp-shod, the sharpening lasts only a short time. In addition, on a sleety, icy day, everybody wants to get his horse shod at the same time. That is impossible, and the blacksmith cannot do half the work.

"Once a horse is sharp-shod he goes walking on the sharp points until they are worn dull, and he must be resharpened at the next spell of sleet or ice. My shoes last indefinitely. The chains, made of a toughened steel, can be replaced at slight cost when they are worn out. The driver has the shoes always with him. He puts them on when the streets become suddenly slippery, or when he finds some particular part of an asphalt road more slippery than the rest. He takes them off to save them when not needed—the change takes less than three minutes.

"Of course, I expect to make my fortune out of this shoe, although the shoes cost only one dollar. But I expect to do more than make money.

"I will save to the country millions of dollars, for there will be no more broken legs of horses, no more struggling, slowly moving teams on slippery streets, if drivers use this shoe. No man can calculate what my invention will do to end suffering."

Mr. Kinnell has letters from the officers of innumerable humane societies, recommending his shoe and urging that its adoption be made compulsory.

The shoe does away with all necessity of throwing sand on slippery streets.

Individual horse owners and dealers and jobbers are asked by Mr. Kinnell, the inventor, to apply to the Universal Supply and Specialty Company, 12 Duane street, New York City, or to write to him direct, at Pittsfield, Mass.

## INCREASED CAPITAL

The R. L. Morgan Co., Worcester, Mass., have increased their capitalization to \$1,000,000, divided into \$500,000 7 per. cent cumulative stock, and \$500,000 common; par value, \$100 each share.

This increase over the original capitalization of \$300,000 is due to the unusual volume of business received. Contracts for trucks aggregating nearly \$400,000 have been secured, although the firm

has been in existence less than six months, and is Worcester's youngest big industry.

So far the Morgan company have made a practice of having small parts machined by outside specialists, but these companies' failure to produce the goods on time makes it expedient to put in machinery to manufacture these parts, and thus obviate delays.

Instead of being compelled to place comparatively small orders for material, the firm will now be enabled to place quantity orders for parts in much larger volume, gaining the benefit of a lower price.

#### WAGON MAKERS WANTED

J. Howard Whitcomb, president and owner of the Red Line Transfer Company of Tampa, Fla., and one of the oldest subscribers to The Team Owners Review, in a letter to this paper expresses the wish that some reliable firm or man would come to that city and open a first class wagon repair shop and sell wagon material.

Tampa is a city of 50,000 inhabitants and has only three shops of that kind. It would seem therefore, that there is room in Tampa for a first class wagon builder, who should have plenty of work all the year around; and if any person in that business will write to Mr. Whitcomb we have no doubt the latter will be glad to give any further information desired.

#### MORE HORSES NEEDED

The increase in agricultural operations and the employment of more horses on old improved farms to operate agricultural machinery have broadened the demand for horses, and competition among farmers has firmed prices in the country and made it difficult for shippers to buy horses at values to meet the requirements of the city trade. Farmers have paid \$500 to \$600 per pair for horses to work on the farm, and the high cost has stimulated many farmers to buy mares to raise future home supplies. It takes the aggregate sales of many minor products of the farm to realize the price of a pair of good horses, and farmers will find it economy to raise their horses in the future, as indications warrant the expectation that demand will exceed the supply for several years.

Horses go into service younger than a score of years ago, and are soon disabled on the hard paved streets of cities. The services of city horses being shorter increases the demand, and

if motor vehicles were not largely used it would be difficult to supply consumers.

The shortage of the supply as compared with the demand is not induced by decreased production. The horses of the United States increased in 1908 no less than 648,000 and increased in value upward of \$103,000,000, yet the surplus is limited owing to the broader demand for agricultural and industrial use. Horses wear out rapidly under severe commercial service and demand is ever ready to utilize the new supply, and dealers never found it more difficult to fill the orders of customers. The horse industry offers exceptional opportunities to the intelligent breeder to realize attractive profits in raising good market classes to supply the demand.

#### MAN'S DEBT TO THE HORSE

No animal on the face of the earth works like the horse; no animal anywhere is his equal in usefulness to man. He is the one real slave of humanity; for never lived a human slave in any age or in any land who went about his task and his crushing labors more uncomplainingly, more steadily and more faithfully than does the horse. He brings help when the home is aflame; he drags in the harvest that feeds millions; he scurries over the ground to bring the physician to the bedside when we come into the world; he paces solemnly onward as he drags us to the grave. He carries the joyous children upon his broad back, and he thunders to the hospital with the clanging ambulance. Through the streets he drags the mighty iron supports for the giant skyscraper, and over the boulevards of the park he sweeps with fashion and beauty at his hoofs. In the midst of plenty he carries food in abundance to countless homes, and in the midst of starvation he yields up his own body to keep life in the famished human frame.

And for this sublime devotion, this life-long labor, this noble martyrdom, how often is the faithful animal repaid with atrocious cruelty and vile and inhuman neglect! The treatment of horses by some people is immeasurably base; and it is all the more hideous and scoundrelly because the poor animal has no means of defense, no chance for aid, no voice to demand help.

He is driven at terrific speed for immense distances; he is forced to wear rough and heavy harness over a sore and lacerated body, dragging after him heavily laden wagons, all the while suffering silently the most awful torture. He is compelled to drag overloaded wagons up steep hills, often cruelly lashed with the whip, and

then after a long day of dreadful slavery he is poorly housed, often with insufficient food.

Yet there are owners and drivers of a different stamp. These are men into whose hardened soul no appreciation of the value and devotion of the horse is allowed to penetrate. They misuse the animal to an atrocious degree, and are impervious to his appealing look, when he is racked by pain or worn down with toil, as though the poor beast were but a senseless rock. Such men as these know no pity, and because they know no pity they know no horse.

There is nothing overdrawn in this recital of man's inhumanity to his one best and most constant friend. Happily, though, it is not a recital of the usual treatment of the horse. Turning from the consideration of illtreatment, it is pleasant to know that in the hearts of the vast majority of men, women, and children there is genuine love for this fine and good friend in the animal kingdom. And assuredly he deserves that love.

When you love a horse, you love man's best, truest, and most useful friend in all the range of the world of animals.

#### THE CAR THAT COUNTS

It's that one car standing idle on that switch at that little station that causes the car shortage, says the Erie Railroad Magazine. It's that one car that restricts earnings. It's that one car needlessly idle that keeps the car service office awake nights. It has been unloaded twenty-four hours. Has not earned a penny in that time.

A thoughtless agent says, "It's only one car and can't make much difference if it is idle for one day." It makes a heap of difference. Available cars are scarce as hen's teeth. Every bit of equipment has an every-day value right now. Suppose every agent on the line of the Erie should hold out one car on one given day. The result would be idle equipment in excess of all the equipment owned by some of the small railroads of the country.

Ever think of that? Ever think of what loss in earnings that would mean to the Erie in one day? It's the one car on your siding that counts. If it is empty and no one is ready with freight to load into it, hustle it along about its business. That business is carrying freight, not idling on a siding. It should be a worker, not a loafer. It would be if you would let it.

Keep the cars moving.

#### NAILS IN A HORSESHOE

Centuries ago there lived a farrier, Walter le Brun by name, whose dexterity at the anvil on the occasion of a great tilting meeting on the banks of the Thames was noticed by the then reigning monarch, Edward III, who rewarded the blacksmith by granting him sufficient land adjoining the tilting green for the erection thereon of a forge. As quit rent he had to present annually to the King six horseshoes and sixty-one horseshoe nails. To the modern mind the number of nails would appear to be superfluous, but when it is remembered that the horseshoes of that period required ten nails apiece it will be seen that the calculations of Edward III merely allowed one "over" in case of accident. Furthermore, the shoes were all to be for the horse's forefeet, from which fact some historians draw the inference that the animals ridden in the knights' tournaments were encouraged to injure each other with their front hoofs.

#### KNOX AUTOMOBILE CO., ENLARGING

The Knox Automobile Co., Springfield, Mass., are enlarging their factory and improving their equipment. A two-story brick addition is under way, which, when completed, will increase the floor space about 36,000 square feet, allowing more room for the office, a larger paint shop, more room for the upholstery department, and additional space for the machine shop. The additional machinery will, of course, require additional power, and the company are, therefore, installing two 200 h. p. boilers 72x20 feet, and a new Russell engine, capable of developing from 150 to 500 h. p.

Improvement in the plant's fire equipment will be made by the building of a steel reinforced concrete tank to hold 100,000 gallons of water. This tank is 79 feet, 9 inches long, and for 45 feet of its length it is 20 feet, 8 inches wide, and for 39 feet, 9 inches it is 28 feet, 8 inches wide. Its depth is 8 feet, 6 inches.

A steam pump will keep this tank filled. With this tank and the two reserve water tanks on the roof, holding 24,000 gallons each, and the sprinkler system throughout the plant, the fire protection will be complete.

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### THE HORSE MARKET

Chicago: The market here has of late been very unsatisfactory, although the supplies were not abnormally heavy. There was a fair demand for some classes, but the prices obtained were exceedingly poor.

Drafters .....\$165@ \$275  
Express Horses ..... 165@ 225  
Mules ..... 75@ 175

### PITTSBURGH GRAIN MARKET

Mill Feed: White middlings, per ton, No. 1, \$28 @29; No. 2 middlings, \$25@26. No. 1 brown middlings, \$24.50@25.50; wheat bran, coarse, bulk, \$24@24.50. Oil meal, \$35@36 per ton; cotton-seed meal, ton, \$35@36.

Corn: No. 2 yellow ear, new, 65@66c; new, yellow shelled, 64@65c.

Oats: No. 2 white, 47½@48c; No. 3 white, 46½@47c; No. 4 white, 45½@46c.

Hay and Straw: Hay, No. 1 timothy, \$16@16.50; No. 2, \$15@15.50; No. 1 clover, \$15.50@16; No. 1 mixed, \$15.50@16. Straw, No. 2 oats, \$9@9.50; No. 2 wheat, \$8.50@9; No. 1 rye, \$10@10.50.

### THE WORLD'S OAT CROP

If one will take the trouble to ask the next 10 men he sees what grain crop gives the greatest yield in bushels, five of them will probably answer instantly, "corn." Two of the others will guess "wheat" and two will say "rice." The tenth man will be in doubt, but he will say it is one or the other of those three crops. Yet every one of them will be wrong. Premiership in world production belongs to oats. The world's crop of oats leads that of corn by a quarter billion bushels, exceeds the production of wheat by nearly 400,000,000 bushels, is nearly three times as great as the production of barley, and more than double the yield of rye. Even rice, principal diet of Asiatic millions, does not show as great a bushel-yield as oats by a half billion bushels. Oats, king of grain crops, showed a world-yield of more than three and a half billion bushels in 1908.

Dr. Samuel Johnson said oats were eaten by men in Scotland and horses in England. "Yes," replied a canny Scot, "and have you observed

that England is famous for its horses and Scotland for its men?" What wheat is to America, rice to the Japanese and Chinese, that is oats to the tables of millions of European families. Indeed, Europe, which produces only one-eighth of the world's corn and half of its wheat produces two-thirds of its oats.

Crop concentration is one of the most interesting things that relates to the world's food supply. While North America produces nearly 80 per cent of the world's corn, Europe grows 66 per cent of its oats, and Asia 98 per cent of its rice. North America furnishes 11 out of every 19 bales of the world's cotton, while Europe yields nine out of 10 bushels of its potatoes. While oats furnishes the biggest grain crop, cotton the biggest fiber crop and cattle the biggest meat crop, it remains for potatoes to furnish the biggest of all crops which enter into the diet of man. Nearly 5,000,000,000 bushels were grown in 1907, and while the potato is distinctly a plant of American ancestry, the Americans produce less than one bushel of potatoes where Europe produces 100.

### CABLES OF THE WORLD

The various governments of the world own together 880 cables, having a total length of 14,480 miles and containing 21,560 miles of conductors. The French Government, which takes the lead as to length of cables, has 3,460 miles in 54 cables. As to number, the Norwegian Government comes first, with 255 cables, having a total length of 248 miles. Finally, as to the length of conductors, the English Government comes first, with 5,466 miles of conductors, divided among 115 cables, having a total length of 1,588 miles.

Private companies to the number of 28 own 288 cables, having a length of 126,864 miles and containing 127,632 miles of conductors. The French companies, only two in number—the Compagnie Francaise et du Telegraphe de Paris a New York and the Societe Francaise des Telegraphes Sous-Marins—have 18 cables, with a total length of 7,249 nautical miles. The most important of the private companies is the Eastern Telegraph Company, which operates 75 cables, with a total length of 25,347 miles.

The total number of cables in the world is 1,168, with a total length of 140,344 miles and 149,193 miles of conductors. This is not sufficient to reach to the moon, but would extend more than half way there.

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### HALLEY'S COMET

In the case of Halley's comet, now sweeping down upon us, and so soon to fill all with awe and some with dismay, this body rises above the earth's level on February 11, 1910; crosses our path overhead on March 31; drops below the earth's level on June 8, and crosses beneath our path on June 19. Even if the comet's crossing our plane should take place where it also crosses our path, the probabilities against the earth's happening along at the same instant would be practically infinite. Here is the earth flying through space at 1,000 miles a minute, and Halley's comet dashing across our path at 1,548 miles a minute. With such speed, we should have to meet at the same instant to have a collision at all. If the earth reached the point of intersection one minute after the comet, the comet would have gone from that point one minute earlier and would already be 1,548 miles distant. As a matter of fact we are to come no nearer than a point 12,000,000 miles from Halley's comet—48 times as far as the moon.

The tail contains no element of danger; but if the solid matter of the core of a large comet, coming head on, should strike the earth squarely, doubtless it would put the comet out of commission, possibly the earth, too. Our sphere might be seriously damaged, its revolution and rotation disturbed, the present arrangement of its seasons altered, all kinds of life destroyed over a wide area, and possibly over the entire globe. Even a brush with the edge of a comet's head might so vitiate the atmosphere as to produce a catastrophe that would clothe Vesuvius with the garb of innocence.

### WHY HE HESITATED

When the late O. O. Howard was a brigadier-general in the Civil War, so earnest was he in his religious efforts that in a short time he had converted every man in the brigade, all but one hardened old teamster. Going to his commander one day this man said earnestly:

"Gen. Howard, I'm lonesome. Every man in the camp has been converted except me. I'd like mighty well to be a Christian, just to be in with the other boys. I suppose it's the right thing, too, but I don't see how I can manage it."

The man shook his head mournfully.

"Why, my good man," said the general, "I see no difficulty in the way of it, if you will just surrender your own will and ask for guidance."

"That's just it, general," responded the would-be convert. "If I'm converted, who in blazes is goin' to drive them mules?"

### PACKING GOODS FOR SOUTH AMERICA

The American Consul at Valparaiso reports that Chileans purchase European in preference to American goods chiefly for three reasons. One is that European manufacturers make and send to them the goods which the South Americans want, while ours try to get South Americans to buy the kind of goods which they, the makers, think they ought to want. The second is that European shippers pack their goods so that they will reach their destination in good condition, while ours do not. And the third reason is that Europeans sell on credit, while Americans usually demand cash. As soon as we adopt the same methods as Europeans we shall largely enjoy the same patronage.

FOR  
WAGON  
BUILDERS



FOR  
WAGON  
OWNERS

You can only realize the value of a

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by trying **ONE—ONCE USED—NEVER** without. When you get one of the best, it's the cheapest.

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catalogue and  
price list.

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## DRIVERS NEED "HORSE SENSE"

I saw a horse fall on a city thoroughfare recently and before the driver and a policeman had the harness loosened the crowd had hemmed the horse in so it scarcely had room to move, much less to get upon its feet.

Then a bystander in the form of a man began to kick the fallen animal before it was given a chance to try to get up. Other drivers, who were being delayed, began to yell and swear. The harsh yells, coupled with the kicks and strangeness of its position, served to completely terrify the animal. It soon began to make blind, frantic efforts to rise, but every time it scrambled up its feet slipped on the car tracks and slippery cobble stones, throwing it down and making each effort more difficult.

It took three-quarters of an hour to get that horse up, traffic being blocked in four directions in the meantime. If the crowd had been kept back, the horse kept calm, and a blanket spread under its feet to keep it from slipping back, it would have taken perhaps 10 minutes.

When this horse finally gained its feet it was quivering from head to feet and really should have been rested and calmed before being started on its way. However, there were those 45 lost minutes, and so the driver swung himself up to his seat and jerked the poor animal's head this way and that, becoming crosser every minute because the horse didn't seem to know what to do.

A driver who doesn't know the simplest helps to give his horse in cases of emergency certainly has no business driving on the city streets.

Blind treatment of balky horses only makes them vicious and more stubborn. Treat a balky horse as you would a stubborn child—try to draw his attention to something else.

In the United States Army the forefoot of a balky horse is held up for three minutes, at the end of which time the horse has generally forgotten that he was balky in wondering why his foot is being held up. Quickly readjusting the harness, or tapping the forefoot, or rubbing the legs will often start the horse.

What a contrast between these quiet, simple methods and the slashing, cursing, and general waste of energy employed by those ignorant of the simplest principle of "horseology."

Many city streets slope down abruptly at the gutters. The mechanical forces are all against the horse that tries to start a load backed up against the curb of such a street. It is an absurdity to expect a smooth shod horse to start a load from such a position straight out to the middle of the street without assistance. Still it

is a common occurrence to see the teamster applying the whip when only a little intelligence is needed.

In the first place, no horse that pulls heavy loads should be smooth shod; but if it is, then turn it diagonally up the incline; if this is impossible because of the congested condition of the street, put a weight on the animal's back and take hold of the bridle and so help it along.

With the load down an incline it takes considerable of the horse's force to keep on the ground, as the mechanical tendency is to raise it off its feet. The weight on its back tends to counteract this "pull." It would be much easier for the horse if the driver transferred his weight from the load to the back of the animal.

## FEED FOR HORSES

Experience teaches us that feeding long hay to horses in abundance is wasteful. It alone will not keep a working horse in condition, and it is far better that the greater part of the hay should be cut into chaff with an equal proportion of straw—oat for choice, reserving a little long hay to be given when just in from work. Salt is relished by horses, and it may be dissolved in water and the chaff damped with it at intervals. Damaged hay and heated oats are not good food for horses, and should be avoided. There is no doubt that it pays to crush oats for old horses, but strong and vigorous ones are quite able and willing to crush their own.

## THE FACETIOUS TRAVELER

"How do you like Pittsburgh?"

"It soots me."

"Do you think Boston is a great city?"

"It has bean."

"Did you find Philadelphia the place of sleep they say it is?"

"Not for me; everybody else snored so loud I couldn't."

"Is Washington a good place to live in?"

"Capital."

"How did you find Chicago?"

"Didn't have to; it was there when I arrived."

"How were the mountains back of Denver?"

"Rocky."

"How did they treat you in New Orleans?"

"All the time."

"Well, I'm glad to see you're back."

"How does it look?"

"How does what look?"

"My back; I've never seen it."

# LAUGH AND THE WORLD LAUGHS WITH YOU

## Sure of Himself.

Physician—Have you any aches or pains this morning?

Patient—Yes, doctor; it hurts me to breathe—in fact, the only trouble now seems to be with my breath.

Physician—All right. I'll give you something that will soon stop that.—Boston Globe.

## At Frozen Gulch.

"No glass balls on the Christmas tree this time, remember."

"Why not?"

"We tried 'em last year and the boys couldn't resist the temptation to shoot at 'em."

## A Woeful Task.

"You look harassed. You should have done your Christmas shopping earlier."

"I've done my shopping. Now I'm trying to convince the children that they want what I got 'em."

## Helpful Hubby.

He helps his weary wife a deal

It comes to pass,

For when she has to cook a meal

He lights the gas.

## The Explorer's Equipment.

"I say he never reached the pole with that sledge."

"A mere detail. I have examined his fountain pen and it shows all the wear of a severe campaign, I can tell you."

## The Various Styles.

"In ancient times they used to crop ears."

"Too extreme, too extreme. They're unfashionable now, but you can drape the hair over them."

## Might Be a Delay.

"There's too much at stake, I tell you."

"What are you worrying about now?"

"I just hope Santa Claus will stick to them reindeer and not try any funny business with an aeroplane."

## A Little Literalist.

Teacher was telling her class little stories in natural history, and she asked if any one could tell her what a ground hog was. Up went a little hand, waving frantically.

"Well, Carl, you may tell us what a ground hog is."

"Please, ma'am, it's sausage."—Everybody's Magazine.

## Truly Accomplished.

Mrs. Dibs-Smythe—We are just back from the continent, where my daughter has been finishing her education. She speaks all languages.

The Professor—Ah! Does she speak Esperanto?

Mrs. Dibs-Smythe—Like a native!—Punch.

## Frivolity Resented.

"People seem to be growing very frivolous," said the conservative man.

"Yes," answered Mr. Sirius Barker. "Life used to be a grand sweet song. Now it's a perpetual musical comedy."—Washington Evening Star.

## His Present.

She asked her hub for dollars three

Without a fuss

He gave her five, but not that he

Is generous.

His closeness often makes her pout,

They have their jars;

But this time she was going out

To buy cigars.

The Timken Roller Bearing Axle Co. of Canton, O., is distributing Christmas souvenirs to its friends and patrons, in the shape of handsomely leather bound memorandum books, which, in the language of our stenographer, and she is a connoisseur, are "Perfect little dreams." Besides that, however, these books are exceedingly useful, as they contain some interesting tables, invaluable to the practical business man.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY



**LAMENT OF CARRIAGE MAKERS**

The carriage makers who met in convention the other day and bewailed the passing of the old-time family carriage in favor of the automobile, emphasized how fast this life of the human family is changing under what John Burroughs despairingly calls an overplus of energy.

It was not so long ago that the family carriage meant social standing. If one saw a roomy, shiny carriage, drawn by two plump and anything but speedy horses, making proud egress from a stone-pillared gate, he was satisfied that quality was in the neighborhood. But the man who conceived the idea of taking four bicycle wheels and propelling them with a gasoline engine, put an end to the reign of the shiny carriage, the plump horses and the stone gate-posts. Also he put an end to all idea of economy. For the old-time family carriage seldom cost more than \$1,000. It was well made and lasted for years. The horses that drew it were versatile animals that worked

a bit in the fields when they were not wanted for show purposes, and, as for the coachman, he raked the leaves, attended to the grass-cutting, polished up the handle of the big front door, and, in short, earned his small salary many times over.

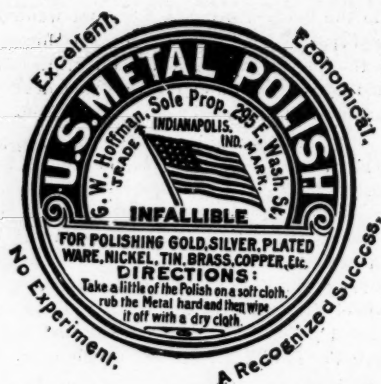
But now the stone pillars to the gate are gone, and the old stone barn has disappeared. A \$6,000 Limousine rolls out of a roomy, modern garage, where gasoline in all stages of decomposition assails the nostrils. The big machine is run by a stony-featured individual who draws a congressman's salary for doing nothing but turn the steering wheel that rests in his grasp. He rakes no leaves and polishes no door handles, and is ready to leave the family service at the slightest show of disrespect.

As for the old family carriage, it has vanished even more completely than the one-horse shay. Nor will it ever appear again, for the age of economy of travel is past, and the public is bitten with a speed madness that will never run its course. But even now there are revenges in sight, for how long is it going to be ere the proud Limousine and its independent chauffeur are superseded by yon aeroplane that floats bird-like above the tree tops?—Denver Republican.



**WE ARE  
HERE TO TELL  
YOU  
THAT AN ADVERTISEMENT  
IN THE  
TEAM OWNERS REVIEW  
IS WORTH  
ALL IT COSTS  
AND THEN SOME.**

*When answering advertisements please mention THE TEAM OWNERS REVIEW.*



SOLD BY HARNESS DEALERS 3 OZ. BOX,  
10 CENTS. 5 POUND PAIL, \$1.00

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences. Yours truly,

W. T. McFALL,  
Prop. The Eureka Hotel, Abbeville, S.C.

## Make Big Money Training Horses!

Prof. Beery, King of Horse Tamers and Trainers, has retired from the Arena and will teach his wonderful system to a limited number, by mail.

**\$1200 to \$3000 a Year  
At Home or Traveling**



Prof. Jesse Beery is acknowledged to be the world's master horseman. His exhibitions of taming man-killing horses, and conquering horses of all dispositions have thrilled vast audiences everywhere.

He is now teaching his marvellously successful methods to others. His system of Horse Training and Colt Breaking opens up a most attractive money-making field to the man who masters its simple principles.

Competent Horse Trainers are in demand everywhere. People gladly pay \$15 to \$25 a head to have horses tamed, trained, cured of habits—to have colts broken to harness. A good trainer can always keep his stable full of horses.

If you love travel, here is a chance to see the world, giving exhibitions and making large profits. You will be surprised to learn how little it costs to get into the Horse-Training profession.

Write and Prof. Beery will send you full particulars and handsome book about horses—FREE. Address Prof. Jesse Beery, Box 84, Pleasant Hill, Ohio

## ADVERTISERS DIRECTORY

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<p><b>AXLES.</b></p> <p>Cleveland Axle Mfg. Co. Timken Roller Bearing Axle Co.</p> <p><b>AXLE GREASE.</b></p> <p>Frazer Lubricator Co. Dixon Crucible Co.</p> <p><b>CALKS.</b></p> <p>Rowe Calk Co.</p> <p><b>COVERS.</b></p> <p>Pittsburg Waterproof Co.</p> <p><b>DRAYS AND TRUCKS.</b></p> <p>The Auburn Wagon Co.</p> <p><b>DRAFT SPRINGS.</b></p> <p>Beecher Draft Spring Co.</p>	<p><b>HELVE HAMMERS.</b></p> <p>The West Tire Setter Co.</p> <p><b>HOTELS.</b></p> <p>Ponce De Leon, Atlantic City.</p> <p><b>HAMES.</b></p> <p>U. S. Hame Co.</p> <p><b>HORSE TRAINER.</b></p> <p>Prof. Jesse Beery.</p> <p><b>POLISH.</b></p> <p>U. S. Metal Polish.</p> <p><b>PIANO MOVERS.</b></p> <p>Sycamore Wagon Works.</p>	<p><b>REMEDIES.</b></p> <p>Parke, Davis &amp; Co. German Distemper Remedy Co.</p> <p><b>STABLE SUPPLIES.</b></p> <p>Poughkeepsie Fdy. &amp; Mach. Co. Gibson Oat Crusher Co. Taber Pump Co. Coates Clipper Mfg. Co.</p> <p><b>STATIONERY.</b></p> <p>The Myers &amp; Shinkle Co.</p> <p><b>TIRE HEATER.</b></p> <p>Rochester Tire Heater Co.</p> <p><b>TIRE SETTERS.</b></p> <p>The West Tire Setter Co.</p>
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# GALL-VET



**Heals Sores  
While Your  
Horse  
Works**



Haven't you a horse with a stubborn sore?  
You don't have to lay him off.

Here is a wonderful antiseptic remedy that never fails to heal. It positively cures galls, wire-cuts, old sores, burns, scratches, grease-heel or any other open sore or wound anywhere on horses, colts, cows, calves or any other animal.

**Gall-Vet** is a non-greasy liquid that is applied with a swab furnished with each bottle. Its action is quick and unfailing. It is germicidal, and by forming a thin coating over the wound, keeps it clean, protects it from flies and dust, prevents pus formation and blood poisoning. Heals without a scab. You may work your horse every day: **Gall-Vet** will cure just the same.

"I had a percheron mare that got badly cut on a barbed wire. The wound remained open and sore for two years, altho I had the advice and treatment of two veterinaries and used everything I could hear of. Was discouraged until your agent, Mr. Burrell, of Gilman City, gave me a bottle of Gall-Vet. I applied it only a few times when it healed, a new skin formed, and she is now entirely healed and well.

(Signed) GEO S. GUSEWELLE, Gilman City, Mo.

There is no single remedy as indispensable to the horse owners as Gall-Vet. You as an owner of animals are sure to have use for it.

## 10 Days Trial-Send No Money

Just fill in the coupon and mail it to us and we will express to you a dollar bottle of **Gall-Vet**. Use it ten days and if it does the work, send us a dollar—if not, tell us and we will cancel the charge and you will owe us nothing. But send the coupon NOW before you forget it.

**THE S. R. FEIL CO.**  
Dept. T.O.R. Cleveland, O.

Fill and mail this coupon today—NOW.  
THE S. R. FEIL CO., Cleveland Ohio: Send dollar bottle of Gall-Vet. If it does what you claim about ten days trial I will send you \$1.00. If not you are to cancel the charge.  
Name.....  
P. O.....  
Nearest Express.....  
State.....  
T. O. R. JAN. 1910.



**STORAGE,  
PACKING,  
MOVING.**

**INDIANAPOLIS,  
IND.**

Horses nurtured on oats show mettle which cannot be reached by the use of any other feeding stuff. Then, too, there is no grain so safe for horse feeding, the animal rarely being seriously injured if by accident or otherwise the groom deals out an over supply.

## RELIEVES SUFFERING FOR DISLOCATED KNEE

100 Powelton Ave., Lansdowne, Pa., 5-12-09.  
Dr. B. J. Kendall Co.

Dear Sirs:—Enclosed you will find stamp for copy of your Treatise on the Horse. I have been using the Refined liniment on a badly dislocated knee and I believe it has done me more good than all the severe treatment I have undergone from many doctors. It is now about well, the accident occurring two years ago, and I have been using your liniment ever since.

Respectfully,  
MRS. KATHERINE HUBBARD.

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# TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

<p><b>AURORA, ILL.</b>  <b>Thompson Transfer &amp; Storage Co.</b>          Office, 67 S. Broadway.          Storage, Draying, Packing and Freight Hauling          A Specialty.          Reduced rates South West and North West.</p>	<p><b>BUFFALO, N. Y.</b>  <b>O. J. Glenn &amp; Son</b>          EVERYTHING IN THE LINE OF MOVING,          CARTING, PACKING, STORAGE.          Office, 44 Church Street.</p>	<p><b>CLEVELAND, OHIO</b>  <b>The General Cartage          and Storage Company.</b>          No. 1111 Superior Viaduct.          CARTAGE, STORAGE &amp; PARCEL DELIVERY,          Car Loads Distributed and Forwarded.</p>
<p><b>BOSTON, MASS.</b>  <b>BOSTON</b>  <b>Forwarding &amp; Transfer Co.</b>          General Offices, 310 Congress Street,          Recognized Forwarding Agents,</p>	<p><b>CANTON, OHIO.</b>  <b>Cummins Storage Co.</b>          310 East Ninth Street,          STORAGE, DRAYING, PACKING AND          FREIGHT HANDLING A SPECIALTY.          Unsurpassed Facilities for Handling Pool          Cars</p>	<p><b>COLUMBUS, OHIO:</b>          "We Deliver The Goods"  <b>The American Delivery Co</b>          352 N. High St.  <b>Transfer. Storage.</b>  <b>Forwarding.</b>          H. G. Stouffer, Manager.</p>
<p><b>BOSTON, MASS.</b>  <b>F. KNIGHT &amp; SON,</b>          (CORPORATION.)          61 OLIVER STREET,  <b>Forwarders and Contractors</b></p>	<p><b>CHICAGO, ILL.</b>  <b>Bekins Household Shipping Co.</b>          Shippers of          Household Goods and Emigrant Movables Only.          Reduced Rates to Pacific Coast &amp; Colorado          Offices—First National Bank Building, Chicago, Ill.          148 So. Broadway, Los Angeles, Cal.          15th and Mission Sts., San Francisco, Cal.          1616 Broadway, Oakland, Cal.</p>	<p><b>DENVER, COL.</b>  <b>PECK DELIVERY COMPANY</b>          S. C. PECK, Proprietor.          Manufacturers' Agents and Distributors.  <b>STORAGE, PACKAGE DELIVERY.</b>          Distribution of Large or Small Con-          signments a specialty.</p>
<p><b>BOSTON, MASS.</b>          "WE MOVE EVERYTHING."  <b>R.S. Brine Transportation Co.</b>          43 India Street,  <b>TRUCKING, FORWARDING AND RIGGING,</b></p>	<p><b>CHICAGO, ILL.</b>          F. O. Weintz, Pres. &amp; Treas. E. J. Weintz, Sec'y  <b>WEINTZ EXPRESS &amp; TRANSFER CO.</b>          Custom House License.          Car load distribution and forwarding a specialty.          Best facilities in Chicago.          Established 1887 Incorporated 1897          Main Office and Warehouse, 55-59 Sherman Street. City Office,          15th and Mission Sts., San Francisco, Cal.          Teles. Har. 606 &amp; 607. 411 Lakeside Building.          Teles. Har. 5549.</p>	<p><b>DENVER, COL.</b>  <b>THE WEICKER-CLIFF          TRANSFER AND STORAGE COMPANY,</b>          Office, 1035 Seventeenth St.          Warehouse, 11133-37 Ninth Street.          1429-39 Wewatta Street.  <b>Distribution of Car Lots a Specialty.</b></p>
<p><b>BRIDGEPORT, CONN.</b>  <b>Lattin Storage and Trucking Co.</b>  <b>TRUCKS, VANS, CARTS, EXPRESS.</b>          Consign Carloads or Less to Us for De-          livery. Store a Surplus Stock With Us          it is Ready for Your Trade.  <b>TWO STORAGE WAREHOUSES.</b>          Office: 365 Water Street.</p>	<p><b>CINCINNATI, OHIO.</b>  <b>THE          MERCHANTS DRAYAGE CO.</b>          Special attention given to the          distribution of Carload          freight.          Phone 1683. Office, No. 6 W. Third St.</p>	<p><b>DES MOINES, IOWA.</b>  <b>BLUE LINE TRANSFER          &amp; STORAGE COMPANY.</b>          GENERAL STORAGE, CARTING,          PACKING AND SHIPPING.  <b>FIRE PROOF WAREHOUSES</b></p>
<p><b>BUFFALO, N. Y.</b>  <b>THE BUFFALO STORAGE          AND CARTING CO.</b>          Unsurpassed Facilities for Storing, Handling, Trans-          ferring and Forwarding Goods.</p>	<p><b>CINCINNATI, OHIO</b>          John B. Stueve Harry J. Stueve  <b>John B. Stueve &amp; Son</b>  <b>Express</b>          Car Loads Distributed and Forwarded.          Phone, West 1740. 842 W. Sixth St.</p>	<p><b>DES MOINES, IOWA.</b>  <b>MERCHANTS TRANSFER AND          STORAGE CO.</b>  <b>WAREHOUSEMEN          AND          FORWARDERS.</b>          General Offices: . . . Union Station</p>
<p><b>BUFFALO, N. Y.</b>  <b>Niagara Carting Co.</b>          223 Chamber of Commerce.  <b>GENERAL CARTAGE &amp; STORAGE,</b>          Transferring Car Load a Specialty.</p>	<p><b>CINCINNATI, OHIO.</b>  <b>PETER HUGHES,</b>          No. 204 Sixth Street, East.  <b>Forwarding &amp; Distributing.</b></p>	<p><b>DETROIT, MICH.</b>  <b>H. J. READING TRUCK CO.</b>          Office: 20 E. Woodbridge St.  <b>GENERAL CARTAGE AGENTS,</b>          For Wabash and Canadian Pacific Railways.  <b>SUPERIOR FACILITIES FOR HAULING AND          ERECTING ALL KINDS OF MACHINERY.</b></p>

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## TRANSFER COMPANIES' DIRECTORY—Continued.

## EL PASO, TEXAS.

**Pomeroy's**  
**El Paso Transfer Co.**  
 Offices: 300 to 310A South Oregon Street,  
 and Union Passenger Depot.  
**General Transfer and Heavy Trucking of all kinds**  
**Storage.** Large or small consignments  
 given prompt attention.

## ERIE, PA.

**THE ERIE STORAGE**  
**AND CARTING CO.**

Two Warehouses located on  
 Trackage of L. S. & M. S. R. R.  
**The Only Exclusive Warehousemen.**

## FORT WAYNE, IND;

**Brown Trucking Co.**

Moving, Carting, Storage and  
 Distributing,  
 125 W. Columbia Street.

## FORT WORTH, TEXAS.

**BINYON TRANSFER & STORAGE CO.**

FRONT AND THROCKMORTON STS.  
 Receivers and Forwarders of Mer-  
 chandise. Furniture Stored, Packed  
 Shipped and Moved.  
 Hauling of Safes, Machinery and Freight  
 a Specialty. Telephone 187-

## FRANKLIN, PA.

**S. T. Karns Sons Co.**

**MOVER, TRANSFERRER, STORER**  
**AND FORWARDER,**  
 159 THIRTEENTH STREET.

## GENEVA, N. Y.

**P. O'MALEY**  
 Proprietor  
**City Truck Line**

Office No. 78 North St.  
 Unsurpassed facilities for Storing, Handling,  
 Transferring and Forwarding Goods.

## HARTFORD, CONN.

**The Bill Brothers Co.**

**TRANSFER & STORAGE,**  
 Special Facilities for Moving Mach-  
 inery, Safes, Furniture, Pianos, etc.  
**STORAGE WAREHOUSES** with separate  
 apartments for Household Goods, and  
 Railroad Siding for Carload Shipments

## HELENA, MONT.

**Benson, Carpenter & Co.**

**RECEIVERS & FORWARDERS**  
 Freight Transfer and Storage Warehouse  
 Handling "Pool" Cars a Specialty  
 TRACKAGE FACILITIES

## HOLYOKE, MASS.

Trucking of all descriptions,  
**WM. H. MOREHOUSE Transfer,**  
 105 Main Street,  
 Holyoke, Mass.  
 Phone Conn.

## HOLYOKE, MASS.

THE  
**Sheldon Transfer Co.**  
 Express Trucking, Heavy Teaming,  
 General Forwarders.

## IOWA CITY, IOWA.

**Merchants Dray & Storage Company,**  
 Storers, Movers & Forwarders.  
 Dealers in Safes.  
*Consignments of Goods Solicited.*  
 Two Storage Warehouses.  
 OFFICE, 408 EAST COLLEGE STREET.

## KOKOMO, IND.

**J. L. Griffith & Son,**  
 Household Furniture Storage Co.  
 Both Phones Cor. Buckeye & Taylor Sts.  
 No. 29. **ALL KINDS OF TEAMING.**

## LANCASTER, PA.

**Keystone Express Co.**

General Transfer and Drayage.  
 Office: Cor. Prince and Chestnut Streets,  
 T. N. Hostetter, Mgr.  
 Furniture and Merchandise of Every De-  
 scription carefully handled.  
**RECEIVERS AND FORWARDERS:**

## LEOMINSTER, MASS.

**W. K. MORSE,**  
**Light and Heavy Trucking of All Kinds,**  
 Office and Stables, rear 83 Mechanic St.  
 Residence, 147 Whitney St.

## LOWELL, MASS.

**THE STANLEY**  
**TRANSPORTATION CO.**  
 12 THORNDIKE STR.  
 CONNECTED WITH ALL RAILROADS IN  
 LOWELL.

## McKEESPORT, PA.

**McKeesport Transfer & Delivery Co.**  
 S. BIDDLESTONE, Pres.  
**SHIPPING & FORWARDING AGTS.**

## MANSFIELD, OHIO.

**COTTER**

**Transfer and Storage Co.**

General Hauling and Storage.

## MILWAUKEE, WIS.

**Kinsella Transfer Co.**

617 CLINTON ST.

**WE MOVE EVERYTHING.**  
**ALL KINDS OF TEAMING.**

## MINNEAPOLIS, MINN.

**CAMERON'S**  
**Transfer & Storage Co.**

200 Nicollet Avenue,  
 Unsurpassed facilities for Storing.  
 Handling, Transferring and  
 Forwarding Merchandise  
 and Household Goods.

## NAUGATUCK, CONN.

**Clark's Naugatuck Express**  
**MOVING, PACKING & STORING**  
**OF FURNITURE & PIANOS.**  
**GENERAL HAULING.**  
 P. O. Box 151. Residence 25 Cherry St

## NEW BRUNSWICK, N. J.

**Empire Trucking Co.**

**LIGHT AND HEAVY TRUCKING, STORAGE,**  
**TRANSFERRING and FORWARDING of GOODS**  
 Manufacturers of Wales Patent Hoist  
 for pianos, safes, etc., strongest,  
 simplest and most efficient.

## NEW HAVEN, CONN.

**The Peck & Bishop Co.,**  
 Offices, 183-185 Orange St., 25 Union St.,  
 Passenger Depot.

**Best of Facilities for Moving Furni-  
 ture, Pianos, Safes, Machinery, Etc.**  
**STORAGE WAREHOUSE.**

## NEW LONDON, CONN.

**B. B. GARDNER,**  
 18 Blackhall Street,  
**Piano and Furniture Packer,**  
**Mover and Shipper.**  
 Safe Mover.  
 Freight and Baggage Transfer.  
**STORAGE.**

## NEW YORK, N. Y.

**Bowling Green Storage & Van Co.**

**VANS AND LIFT VANS.**

Household Goods forwarded to all parts of  
 the World and delivered or stored in New  
 York. Special care given to consignments  
 from other Warehouses.  
 Office, 18 Broadway. Wareh. 250 W. 95th St.

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**TRANSFER COMPANIES' DIRECTORY.—Continued.**

**NEW YORK, N. Y.**  
**The Meade Transfer Co.**  
 GENERAL  
**FREIGHT FORWARDERS.**  
 Transfer Agents of the  
 Pennsylvania R. R. and Long Island R. R.  
 MAIN OFFICE, P. R. R. PIER, 1 N. R..

**OIL CITY, PA.**  
**CARNAHAN**  
**TRANSFER & STORAGE CO.**  
**STORAGE AND PACKING.**  
**PIANO MOVING A SPECIALTY.**

**PITTSBURGH, PA.**  
**HAUGH & KEENAN,**  
**Storage and Transfer Co.**  
 Centre and Euclid, E. E..

**PITTSBURGH, PA.**  
**W. A. Hoeveler Storage Co.**  
 General Office, 1150 Penn Ave.  
 Packers, Movers, Storers and Shippers of Works  
 of Art, Furniture and Household Goods.

**PITTSBURGH, PA.**  
**Weber Express & Storage Co.**  
 4620 Henry Street,  
 Moving, Packing and Storing of  
 Furniture and Pianos.  
**General Hauling.**

**PITTSBURGH, PA.**  
**Blanck's Transfer & Storage Co.**  
 MOVING, PACKING AND STORING  
 BAGGAGE & FREIGHT DELIVERY  
 Carriages and Coupes for Weddings, Receptions,  
 Parties, &c.  
 Bell Phones, 2288 & 169 Hilland P. & A. 169 East  
 OFFICE, 6344 PENN AVENUE, E. E.

**PITTSBURGH, PA.**  
**SHIELDS**  
**Transfer & Storage Co.**  
 General Office, 4759 Liberty Avenue,  
 Packers, Movers, Storers and Shippers of  
 Furniture, Pianos and all classes  
 of Household Goods.

**PITTSBURGH, PA.**  
 813 W. Diamond St, North Side.  
**J. O'NEIL**  
**Express and Storage,**  
 Unsurpassed Facilities for Storing,  
 Handling, Transferring and  
 Forwarding Goods.

**PITTSBURGH, PA.**  
**SHERRY TRANSFER**  
**MOVING & GENERAL HAULING**  
 Office 945 Penn Avenue,  
**J. T. SHERRY.**

**PORTLAND, MAINE.**  
**CHASE TRANSFER CO.**  
 GENERAL FORWARDING AGENTS  
 Eastern Steamship Co., Maine Steamship  
 Co., Grand Trunk Ry.  
 Special attention to Carload Consignment.  
**FRANKLIN WHARF.**

**PORTLAND, ORE.**  
**NORTHWESTERN TRANSFER**  
**COMPANY,**  
 45 First Street,  
**General Forwarding Agents,**  
 Special Attention Given To Pool Cars.

**ROCKFORD, ILL.**  
**Red Line Transfer & Storage.**  
 M. H. LORDEN, Prop.  
 We Store, Pack and Ship Household Goods  
 on Short Notice. Pianos a Specialty.  
 Local Agents of the American Forwarding Co.  
 OFFICE: WAREHOUSE:  
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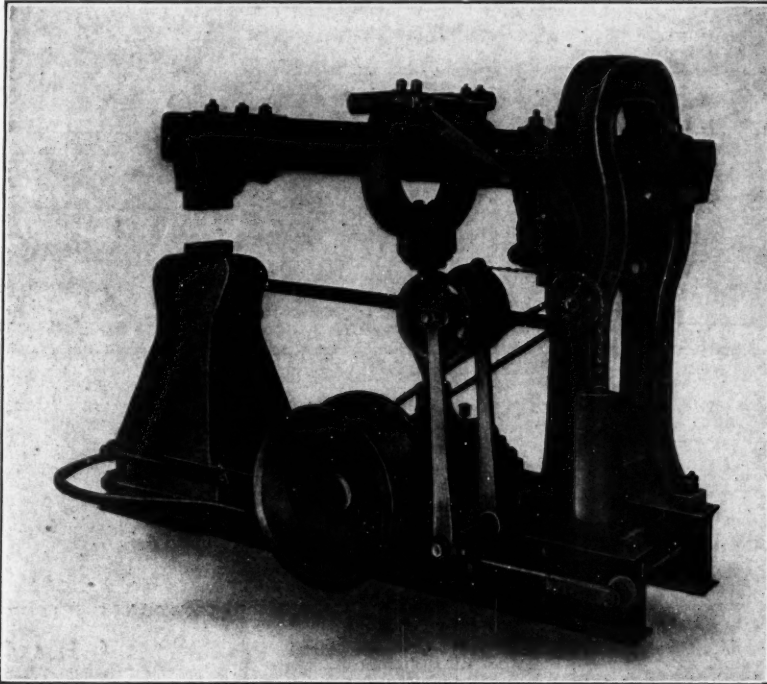
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Rowe Welded Tool Steel Center Calks fit any shoe that **takes calks**. They are uniformly good, all imperfect ones being condemned by our factory inspectors. Long, satisfactory

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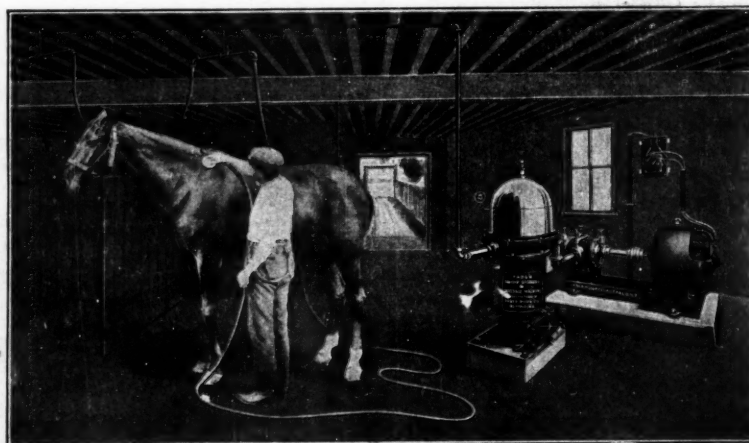
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